

Winter 2003

ipmba news



Newsletter of the International Police Mountain Bike Association

IPMBA: Promoting and Advocating Education and Organization for Public Safety Bicyclists.

Vol. 12, No. 1

IPMBA's First Product Guide

By Maureen Becker
Executive Director

Welcome to the first *IPMBA News* of 2003! Not only is this the first issue of the New Year, it is also IPMBA's first official "product guide." We started thinking about putting together a product guide after several IPMBA members suggested it during the 2001 membership survey. When Industry Liaison Monte May of the KCMO Police Department mentioned it to the members of the Industry Relations Committee (IRC), they jumped all over it, and articles were soon pouring into the IPMBA office. Seems like that group just loves to talk "tech."

Because of that, this is not going to be your typical product guide, comprised only of page after page of company listings. We've limited our listings to those companies who have supported IPMBA over the past few years, as advertisers, exhibitors, sponsors, and participants in the Product Purchase Program; in other words, companies we know are dedicated to serving your profession. To supplement those listings, the members of the IRC have compiled a series of articles about specific topics ranging from drive trains to helmets to uniforms. They have reviewed shoes, lights, and racks. They've reported on the scene from Interbike.

What an ideal issue to introduce a new category of membership designed for the industries that support public safety cycling. IPMBA members have long participated in the research, design, and marketing of products, and we're excited to continue our involvement. Corporate members will be offered many opportunities for interaction with IPMBA's over 3000 active public safety cyclists, including the Product Development Field Test and Product Review Programs. When you read the reviews of the Alerte Systems *Trail Blazer* light system prepared by Dave Salyers and Kurt Feavel, you'll see first-hand how much influence IPMBA members have. Both Kurt and Dave expressed a few concerns, and Alerte responded almost immediately with product modifications. Mike Wear and Bob Halsall are getting involved with another product at an even earlier stage; they have both agreed to test a prototype of a battery-assist bike being developed by TIDALFORCE. Pretty exciting stuff.

We truly appreciate the past support of all of our industry partners, and we hope to have all of them continue to support us as Corporate Members. You can help! Please encourage all of your suppliers, your contacts, and your friends in the industry to become a part of IPMBA. We can help them to expand their markets, and with their support, we can serve you better.

Many thanks to Alerte Systems, Patrol Cycles, Trek Bikes, and TIDALFORCE for leading the way into Corporate Membership. Please show your appreciation by supporting their businesses whenever possible.

Have a safe and successful year. *See you in Charleston!*

GOING THE DISTANCE

The thrill of the "chase."

By Deputy Chief Rick Concepcion, PCI #606
Winthrop Harbor PD (IL)

Ed's Note: The annual IPMBA public safety cyclist competition is scheduled for Friday, May 23, 2003, in Charleston, West Virginia. This article is sure to inspire you to join your fellow bike officers and medics and share your skills and experiences. For more information about the conference, including the competition, visit www.ipmba.org.

Police bike officers are some the most highly motivated and competitive police officers in the world. All of the Winthrop Harbor bike officers must successfully complete the 32-hour IPMBA Police Cyclist Course before they are allowed to ride. And just about every Winthrop Harbor bike officer enjoys riding in police cyclist competitions. Unlike typical races in which competitors "trash-talk" each other before, during, and after, police bike competitions are a time to gather together as "brothers and sisters in arms." Participants are united by their shared experiences as bike cops.

On Saturday, August 24, 2002, fellow Winthrop Harbor bike officers Allen Grider, Fred Ray, and I participated in the *Palatine Police Challenge Bike Race*. There were 13 teams consisting of three officers each. The 2.7 mile course wound through parking lots, up and down a sledding hill, through a drainage ditch, over fields, and through grassy areas, sand, and mud. It was a blast!

(Continued on page 25)

inside



Board List.....	24
CONFERENCE UPDATE INFORMATION!	27
Instructor Corner.....	27
Issue Focus "2003 IPMBA Product Guide".....	5-21
Drive Trains.....	13
Field Test.....	10
Helmets.....	15
Industry Membership.....	9
Industry Relations Committee.....	5
Lighting.....	12
Maintenance.....	17
Product Purchase Program.....	18-19
Product Reviews.....	6-7
Report from Interbike.....	11
Suppliers List.....	20-21
Uniforms.....	14
Membership Form.....	26
News from Members.....	26
President's Column.....	2

Products Pass the IPMBA Test

Boy, I'll tell you—every time I get my copy of *IPMBA News*, I can hardly wait to open it to see what new articles you folks have come up with this time.

This issue is going to be great. It contains articles on light systems, shocks, uniforms, a new type of public safety cycling shoe, the proper method of packing your bike, and much more.

Speaking of packing your bicycle, I remember a few years back when I flew up to Seattle to help Mike Goetz with a class. I had just purchased a new hard case. It took me forever to figure out how the bike broke down and fit in that case, but let me tell you – when I arrived in Seattle, I was so glad I had purchased it!

There were two bikes in baggage claim, and it was obvious which one was mine. Mine was the one that had been protected in a hard case, and the other, well, let's just say that I could tell what color the bike was because most of it was sticking out of the cardboard box. Maybe the bike's owner didn't follow the advice that appears on page 28, but you know as well as I do that some baggage handlers really throw your luggage around. Now – some seven or eight years later and thousands of miles behind me – I still ship my bike all over the world in that same case. It has some nasty gouges and scrapes on it, but guess what? My bike doesn't.


Sorry, I got carried away there for a minute...back to this newsletter. You will be introduced to the members of the 2002-2003 Industry Relations Committee, which is chaired by board member Monte May. These are the folks that get to play with all

of the new toys, conducting field tests and writing evaluations. Sounds like fun, but believe me, this is serious business. They spend countless hours testing these products so they can pass what they learn along to you and the manufacturer, who (hopefully) uses the information to improve the product. My thanks to all of them. Their product testing enables us to spotlight products that work for public safety personnel and encourage the suppliers to increase their involvement with IPMBA.

Speaking of our industry partners, Industry Liaison Monte May has spent numerous hours developing a category of membership

for members of the industries serving public safety cyclists. It's an awesome program; good work, Monte. We all realize that our suppliers are very important to us, and this Corporate Membership is just what we need to work more closely with them. So let all your favorite vendors know that you would like to see them get more involved with IPMBA by becoming a Corporate Member.

Their product testing enables us to spotlight products that work for public safety personnel and encourage the suppliers to increase their involvement with IPMBA.

Well, folks, I have told you about a lot of really neat stuff that you'll find in these pages, so how about I quit talking so you can get into reading it? Don't forget the *13th Annual IPMBA Conference* is just around the corner, so get in there and tell your bosses that you *need* to attend this conference. Well, I am so excited about this newsletter, I think I'll go out and sit by the mail box and wait for my copy. *Until I see ya in Charleston, keep the rubber side down!* 

Don Hudson

IPMBA is Everywhere!

IPMBA will be well represented in the world of public safety cycling in the coming months. IPMBA members will be participating in the following conferences, so be sure to check them out!

American Society for Law Enforcement Training ~ January 7-11, 2003, Ontario (CA)

Presentations: Bicycle Rapid Response Team Operations for Crowd Management and Control by Don Hudson, LAPD (CA); and *Promoting Successful Performance in Female Officer Survival Training* by Lou Ann Hamblin, Van Buren Twp. PD (MI) and Kathy Vonk, Ann Arbor PD (MI)

National Collegiate EMS Foundation ~ February 22, 2003, Washington (DC)

Booth and Presentation: Building and Justifying an EMS Bike Team by Bob Halsall, Arlington County Fire Department (VA)

EMS Today ~ March 18-22, 2003, Philadelphia (PA) *Booth*

Training & Gear (TAG) Extreme Expo ~ April 4-7, 2003, Las Vegas (NV)

Booth and Presentation: Bicycle Rapid Response Team Operations for Crowd Management and Control by Don Hudson, LAPD (CA)

Bike Walk Virginia ~ April 7-8, 2003, Portsmouth (VA)

Presentation: Expanding the Scope of Police Bicycle Operations by Michael Wear, Metropolitan PD (DC) and Christopher Davala, Maryland State Police

Police Security Expo NJ ~ June 24-25, 2003, Atlantic City (NJ) *Booth and Demonstration*

Police Security Expo Midwest ~ August 19-20, 2003, Rosemont (IL) *Booth and Demonstration*

EMS Expo ~ September 23-25, 2003, Las Vegas (NV)

Booth and Presentations: Building an Effective EMS Bike Team by Pat Donovan, Puyallup Fire Department (WA) and *Utilizing EMS Bike Teams for Special Events* by Gene Williams, Cypress Creek EMS (TX)

ipmba  news

Newsletter of the
INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION

583 Frederick Road, Suite 5B
Baltimore, MD 21228
PH: 410-744-2400
FX: 410-744-5504
E-mail: info@ipmba.org
Web site: www.ipmba.org

Officer Donald Hudson
IPMBA President
Maureen Becker
Executive Director; Managing Editor
Jennifer Horan
Design and Layout

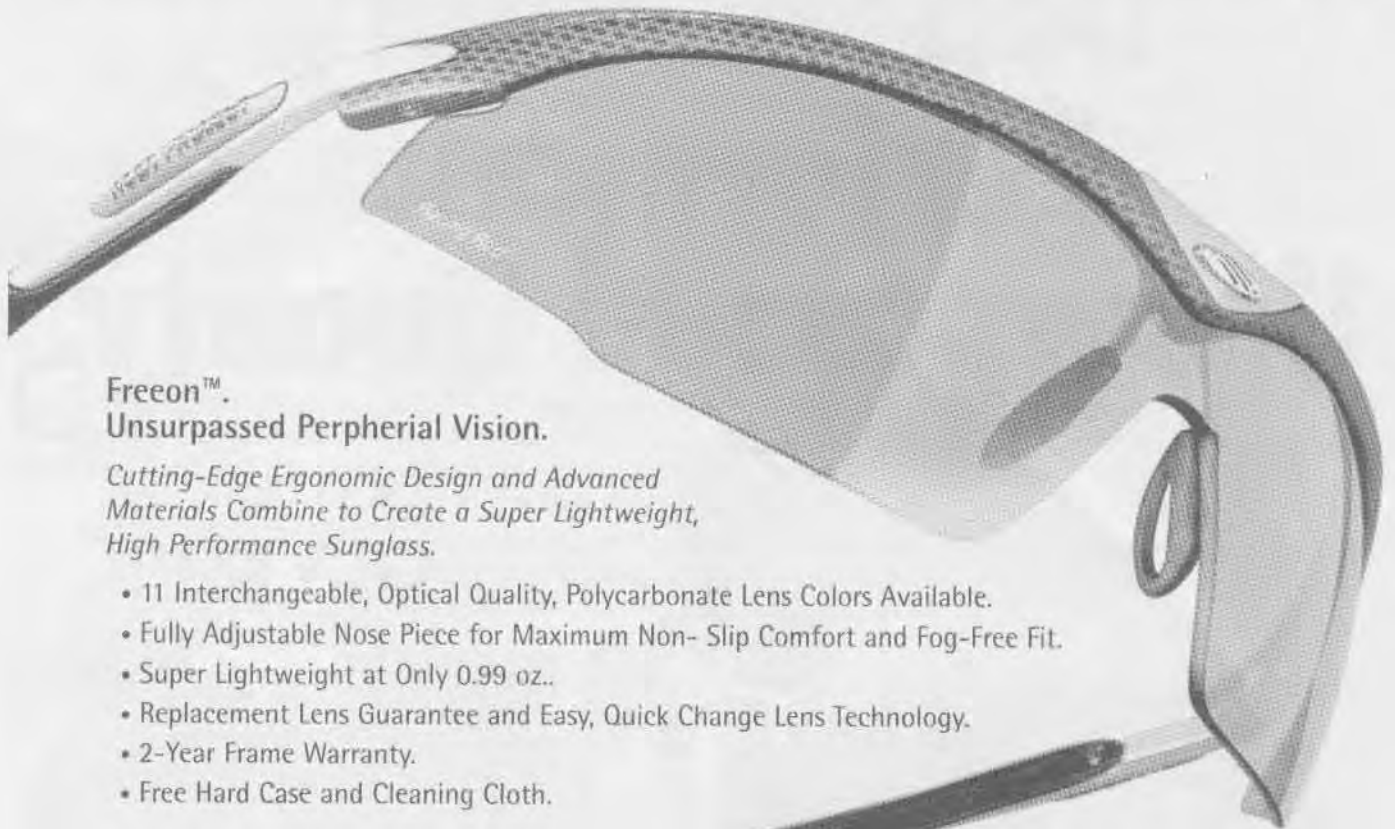
Copyright 2003 © International Police Mountain Bike Association (IPMBA). Reproduction without permission is prohibited.

The International Police Mountain Bike Association is a non-profit educational organization providing resources, networking opportunities, and training for public safety bicyclists.

Membership in IPMBA is \$40.00 per year. See membership form in this issue.

Submissions are welcomed and encouraged.
Call Maureen (410-744-2400) for information.

Are You Ready For Rudy?



Freon™. Unsurpassed Peripheral Vision.

Cutting-Edge Ergonomic Design and Advanced Materials Combine to Create a Super Lightweight, High Performance Sunglass.

- 11 Interchangeable, Optical Quality, Polycarbonate Lens Colors Available.
- Fully Adjustable Nose Piece for Maximum Non-Slip Comfort and Fog-Free Fit.
- Super Lightweight at Only 0.99 oz..
- Replacement Lens Guarantee and Easy, Quick Change Lens Technology.
- 2-Year Frame Warranty.
- Free Hard Case and Cleaning Cloth.

Expect More.



EXYNOX 5X™
(Look for smaller lens.)



T-REX™
(Look for smaller lens.)



Police Sponsorship Pricing - 40% Off !

To get your VIP Sponsorship Police pricing go to:
www.rudyprojectusa.com; Click on 'Other Info';
then click on 'BATMAN'; then enter Pass Code: GOPOLICE,
and you're there!

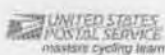


RUDY PROJECT

Technically Cool Eyewear™

www.rudyprojectusa.com

888.860.7597 | info@rudyprojectusa.com



Dependability. Performance. Unsurpassed Quality.



A DIVISION OF
J. MARCEL ENTERPRISES

(206)722-1412

FAX (206)722-1521

www.olyuniforms.com

5920 M. L. King Jr. Way S.

Seattle, WA 98118



IPMBA 2003 Product Guide

The 2003 Public Safety Cycling Product Guide

IPMBA is proud to introduce its first **Product Guide**. From listings of companies who have supported IPMBA over the past few years (as advertisers, exhibitors, sponsors, or participants in the Product Purchase Program) to a series of articles about specific topics ranging from drive trains to helmets to uniforms, and to reviews of shoes, lights, and racks, this handy guide will enlighten you, educate you, and serve as an incredibly useful resource for future purchases. Enjoy. *Pages 5 - 22.*

Industry Relations Committee

Congratulations and thanks to the members of the 2002-2003 IPMBA Industry Relations Committee. This issue of *IPMBA News* – the first *IPMBA Public Safety Cycling Product Guide* – is primarily the result of their efforts. Under the leadership of Industry Liaison Monte May, the individuals pictured below conducted field tests, tested a variety of products, researched the new product scene, and wrote article after article. They are a dedicated group of cycling enthusiasts who enjoy biking both on- and off-duty, and they are eager to share their knowledge and experience with you.

The mission of the Industry Relations Committee is to develop positive working relationships with public safety cycling-related industry professionals, advance the development of products and technologies that will assist the Public Safety Cyclist, and educate the IPMBA membership on products that will have positive impact on their daily duties.



Monte May



Neil P. Blackington



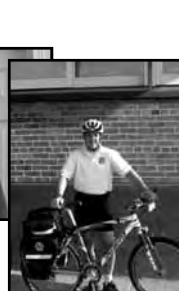
John Bourque



Jeff Brown



Pat Donovan



Eric Dooley



Kurt Feavel

Monte May, PCI #262/EMSCI #009

Kansas City PD (MO)

Years in Public Safety: 10

Years as Public Safety Cyclist: 6

Joined IPMBA: 1997

Off-Duty Cycling: Competitive cyclist in road, cross country, and cyclocross.

Email: montemay@earthlink.net

Neil P. Blackington, EMSCI #031

City of Boston, Emergency Medical Services (MA)

Years in Public Safety: 30

Years as Public Safety Cyclist: 7

Joined IPMBA: 1999

Off-Duty Cycling: Commuting to work, 22 miles a day through the city voted the "Most Un-Bike-Friendly City" in the country by several cycling magazines.

Email: blackington@bostonems.org

John Bourque, PCI #428

Metro Nashville PD (TN)

Years in Public Safety: 11

Years as Public Safety Cyclist: 5

Joined IPMBA: 2000

Off-Duty Cycling: Race mountain bikes and cross-country as often as possible.

Email: mtbcajun@aol.com

Jeff Brown, PCI#487/EMSCI#64

Dayton PD (OH)

Years in Public Safety: 9 ½

Years as Public Safety Cyclist: 3 ½

Joined IPMBA: 1999

Off-Duty Cycling: Road biking and off-road mountain biking.

Email: daypoblu@yahoo.com

Pat Donovan, EMSCI #25

Puyallup Fire & Rescue (WA)

Years in Public Safety: 18

Years as Public Safety Cyclist: 4

Joined IPMBA: 1998

Off-Duty Cycling: Mountain biking and commuting to work.

Email: bikemedic581@hotmail.com

Eric Dooley

MAST Ambulance, Kansas City (MO)

Years in Public Safety: 18

Years as Public Safety Cyclist: 2

Joined IPMBA: 2000

Off-Duty Cycling: Recreational riding, on-road and off-road; medical volunteer for local rides; spinning instructor.

Email: ericsdooley@cs.com

Kurt Feavel, PCI #539

University of Wisconsin-Madison PD (WI)

Years in Public Safety: 19

Years as Public Safety Cyclist: 10

Joined IPMBA: 2001

Off-Duty Cycling: Riding with the family, some off road riding.

Email: kdfeavel@facstaff.wisc.edu

The Industry Relations Committee would like to hear your questions, comments, and/or suggestions. Please contact them at the e-mail addresses listed above.

SWAGMAN Bike Rack

Bike Transportation that is Safe & Secure

By **Jeffrey H. Brown, PCI #487/EMSCI #64**
Dayton PD (OH)
IPMBA Industry Relations Committee

B

ike transportation that's safe & secure. That is the easiest way to describe the *Swagman XP Fold-down Rack* (Model #64960XP). I have had the opportunity to test this rack for several weeks and have found it to be very dependable.

When I received the rack, it had already been tested by another officer, so it was totally disassembled and the instructions were nowhere to be found. Fortunately, the rack was a breeze to assemble; within ten minutes it was fully assembled and mounted on the car. This model mounted into a standard 2-inch receiver.


After mounting the rack on the car, I loaded it with four bikes. Each mount was well-cushioned and provided adequate protection for the bikes. Each mount had an adjustable cover plate with a tension knob to secure the bikes. The rack also had a feature that I absolutely loved – the outer mount's tension knob included a locking mechanism. With the outer knob locked in place, all of the bikes on the rack were secure. The fold-down feature on the *Swagman XP* also featured a locking mechanism.

After getting the bikes mounted, I went for a short test drive. I drove through a variety of areas ranging from interstate highways

to unpaved roads. The rack held all four bikes securely. During the testing period, none of the tension knobs came loose. And even though the bottoms of the bikes are not secured, I observed very little swinging.

One concern I do have about the rack relates to the top cover plates. If you do not have a bike placed in every mount, you must make sure each top cover plate is secured down with the tension knobs or removed from the rack. Otherwise the top plates will be lost forever.

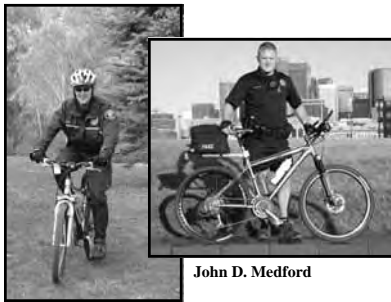
This rack is a very secure way to transport your bicycles and the locking feature allows you to leave them unattended.

Swagman offers discounts to IPMBA members through the Product Purchase Program. Contact Jim or Don at 800-469-7924, or e-mail jimm@swagman.net, or check out www.swagman.net for more information. 

Jeff has been a police officer for 9 1/2 years and has been assigned to the Dayton Police Department's Bike Patrol Unit for 3 1/2 years. He can be reached at daypoblu@aol.com.

Committee Members

(Continued from page 5)



Ken King

John D. Medford

Ken King, PCI #523

Lakewood PD (CO)

Years in Public Safety: 9

Years as Public Safety Cyclist: 7

Joined IPMBA: 1996

Off-Duty Cycling: Primarily off-road. Single/double track, old mining or service roads, wherever there are good views, wildlife, a good workout.

Email: kenkin@lakewood.org

John D. Medford

Denver PD (CO)

Years in Public Safety: 10

Years as Public Safety Cyclist: 2 1/2

Joined IPMBA: 2001

Off-Duty Cycling: Road and mountain bike recreationally; work at Collins Bicycles in Denver (law enforcement sales & general repair work).

Email: collinsbicycles@aol.com



Chuck Niess



Dave Salyers



Mitch Trujillo

Chuck Niess

Joplin PD (MO)

Years in Public Safety: 13

Years as Public Safety Cyclist: 5

Joined IPMBA: 1997

Off-Duty Cycling: Road rider; charity bike rides, like MS 150, Childrens Miracle Network Ride, Spivak Memorial Ride. Rode in 2002 Biking Across Kansas.

Email: CNiess@joplinmo.org

Dave Salyers

Westport Public Safety (CT)

Years in Public Safety: 3

Years as Public Safety Cyclist: 3

Joined IPMBA: 2001

Off-Duty Cycling: Charity rides, on- and off-road riding for fitness and fun.

Email: davidsalyers71@aol.com

Mitch Trujillo, PCI #244T

Boulder PD (CO)

Years in Public Safety: 10

Years as Public Safety Cyclist: 8

Joined IPMBA: 1994

Off-duty cycling: IMBA National Bike Patrol Member, Volunteer Coach for Youth in Boulder County, and connoisseur of fine rides.

Email: Trujillom@ci.boulder.co.us

Manitou Public Safety Black Fork

The Black has striking looks—and a super-smooth stroke

By **John Medford, IPMBA Police Cyclist**
Denver PD (CO)
IPMBA Industry Relations Committee

Do you ever experience pain and tingling in your hands after several hours into your shift? Most of us have, and we've tried everything to make it go away, from new grips to new gloves to riser bars. This was my situation until I upgraded the fork on my work bike. I had been riding the stock Manitou SX fork that came standard on my 2001 Schwinn Moab 3. I had upgraded everything else on the bike and thought I had a great combination of components. Then I discovered that Manitou had been developing a fork specifically for public safety cyclists. With the assistance of members of the LAPD bike unit, they came up with a package that I feel is a homerun.

The public safety model is based on the Black Sport model fork. A few years ago, the Black line changed the appearance and the performance of forks with the reverse arch. This reversal stiffens the fork, making steering crisper and more precise. It also noticeably improves the handling, which is particularly evident when the bike is loaded heavy with gear.

Manitou solved my biggest complaint with the stock fork – bottoming out. The problem with most stock forks is that they are sprung for a 150-175lb rider. Not many officers I know fall into that weight range, especially with all of the gear we carry. Manitou paired heavy springs with a set 100mm of travel. This worked well, and even when I had 200+ pound guys jump on my bike, it did not bottom out.

Some of us have seen aluminum steerer tubes under pressure – or thousands of miles of hard use – fail, resulting in rider injury. To reduce the possibility of failure, a steel steerer was designed to stand up to the added abuse and extend the service life of a police bike.

The stanchions are a beefy 30mm and the casting is magnesium.


The Black fork has the Twin Piston Chamber Plus, (TPC+), for a wide range of damping rates; anyone should be able to find a desirable rate. It is position-sensitive, and as you get further into the travel, the rate increases. Rebound control rounds out the control features.



Servicing the fork is quite simple. Microlube points are built into the fork to help keep it moving smoothly between overhauls. This feature also reduces the frequency of overhauls. The springs are dampened via an oil bath system. This tends to last longer than an air-based system and requires less regular maintenance.

The fork was designed with police use/abuse in mind and the safety features and simplicity of overhauls make it an attractive option. The best part is the price point of \$200-250 for law enforcement and EMS personnel. At this price,

your hands and body will thank you. You will notice the decreased fatigue in just a few days. I would make this my first upgrade on any future work bikes.

The public safety fork is now in production and will be available in mid-January. The cost is approximately \$200 plus tax and freight. It is available in several color options – black, black or black. Contact Answer Products at 800-423-0273 or www.answerproducts.com. Be sure to tell them IPMBA sent you! 

John Medford has been with the Denver Police Department for six years and has been a police cyclist for two years. He rides both mountain and road off-duty. He also works part-time in a bike shop, handling law enforcement sales and repairs. John can be reached at collinsbicycles@aol.com.

Patrol Cycle's Patrol Shoe

Incorporates cycling shoe performance with walking shoe comfort

By **Mitch Trujillo, PCI #244T**
Boulder PD (CO)
IPMBA Industry Relations Committee

A great deal of innovation is overflowing into bike patrol from the bicycle industry. More and more companies are entering into the market with new ideas for patrol-specific equipment and clothing. To witness what's new, get to the upcoming 13th Annual IPMBA Conference & Product Exhibition in Charleston, West Virginia. Hope to see ya there.

Just last spring, I was perusing the industry trade goodies at the IPMBA Conference and came across the Patrol Cycle booth. The owner of this fledgling company, Barrie Gorton, met and introduced me to his version of bike patrol-specific shoes.

Now, I've tried several types of patrol shoes. Everything from flexible cross-trainers to stiff cycling shoes. Each has its strengths and weaknesses. Some were comfortable for walking and running, but not stiff enough for riding long hours. Others were firm enough for riding, but not flexible enough for walking or running. None of the models I tried (and I tried many) could achieve good performance both on and off the bike.

While giving the Patrol Cycle shoe the once-over, I noticed its quality construction. Soft, full-grain leather mated to a hard-wearing, natural rubber outsole. Sporty, breathable, yet traditional-looking upper that is easy to polish. SPD (Shimano Pedal Dynamics) and Time cleat compatible sole with beefy lugs. Large, reflective rear tab. So far, so good. But how do they fit and function?

Barrie asked if I wanted to try them on for size, so I gave 'em a go. Why not? I've got to have the pickiest dogs on the planet. I put them on and hey – they fit like a glove and were really comfy. The EVA / rigid midsole was both rigid and pliant. They looked good even on *my* scarred up stumps.

I did some tactical dismounts and they transitioned to running like a cross-trainer. Better yet, there was no scraping or clicking sound on the ground ...

(Continued on Page 8)

Patrol Cycle's Patrol Shoe

(Continued from page 7)


So after the conference, I ordered a pair. There was a little glitch with the online purchase through PayPal, but Barrie and his people in the States were very helpful and got me my Euro-size 43's (Patrol Cycle has since decided not to use PayPal and will use their own secure ordering system). After mounting my cleats, I took them out for a spin.

I had no problem getting in or out of the pedals. They worked fine for clips and straps, too. I did some tactical dismounts and they transitioned to running like a cross-trainer. Better yet, there was no scraping or clicking sound on the ground from the cleat and no ice-skating on pavement. They were very stable. I have since put in a few patrol rides, and the semi-rigid sole has provided a good, solid interface with the pedals.

The shoes continue to serve me well. The only nit to pick was the awkward lace keeper, which folds over the laces from the tongue and velcros in place. While the keeper did its intended job, it was a little large and billowed a bit. Oh well. Maybe a future development might include a combo flap and strap (a la Diadora mountain bike shoes) to prevent the lace eyelets from stretching and increase the support through the upward pedal stroke. Hint, hint, Barrie.

If you're looking for a well-rounded shoe, I'd definitely recommend the new bike patrol shoe by Patrol Cycle. It's made

for the picky patrol cyclist who wants innovative performance on *and* off the bike.

Fellow IPMBA Industry Relations Committee member, Ken King, adds, "Good, stiff sole for biking; surprisingly comfortable for walking (wore on a parade detail all day; takes polish well and looks more like uniform-type shoe than biking shoe; this is big with our agency—they don't like 'non-traditional' looking shoes). Easy clip in and out with Time pedals. Overall, thumbs up." 

PATROL CYCLE P-SM820 PATROL SHOE

LIKES Performance (stable for cycling *and* walking), clipless *or* clips/straps compatible, comfortable, true to size. Good customer service.

DISLIKES Fold-over lace keeper, no instep strap, can't try it on before ordering.

COST A decent \$75.85 U.S. with IPMBA discount, including shipping and handling.

AVAILABILITY Online at www.patrolcycle.com, fax 310-248-3700, or phone 310-275-5700.

Mitch is an IPMBA Instructor Trainer, and is addicted to epic mountain rides and cyclocross racing. He can be reached at trujillom@ci.boulder.co.us.

for cycling professionals

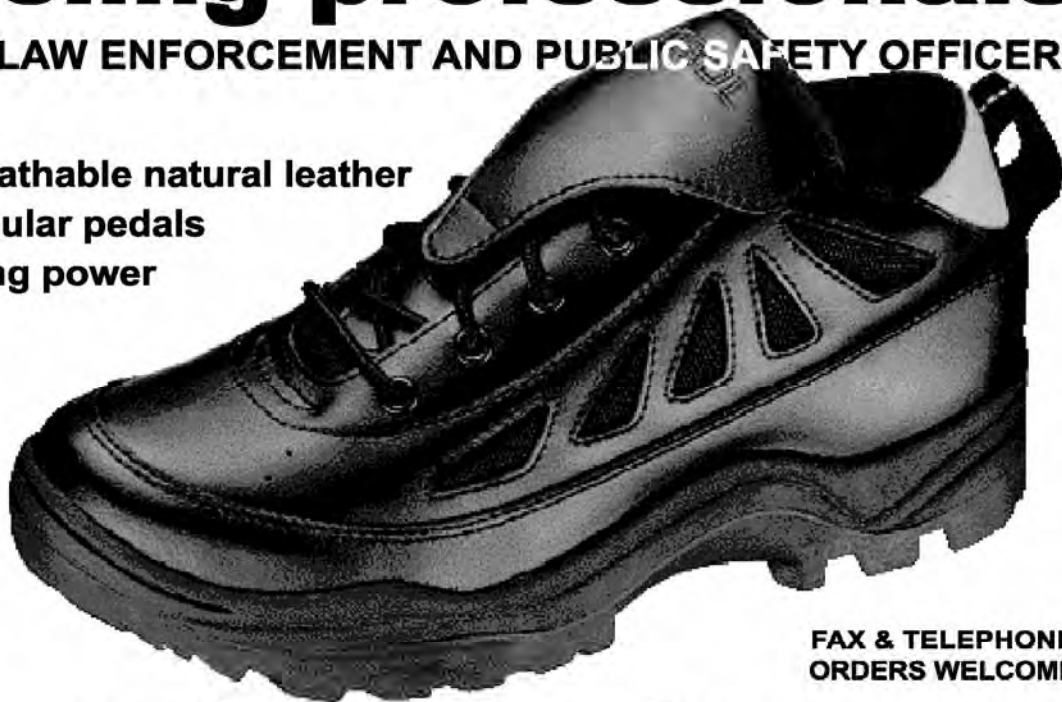
EXCLUSIVE TO LAW ENFORCEMENT AND PUBLIC SAFETY OFFICERS

- comfortable breathable natural leather
- for clip-in or regular pedals
- bio sole pedalling power
- rubber outsole
- uniform black

**IPMBA
MEMBER
PRICE**

\$67.95

+ SHIPPING



**FAX & TELEPHONE
ORDERS WELCOME**

www.patrolcycle.com

PATROL CYCLE LLC - 27699 VISTA DEL VALLE, HEMET CA 92544

PHONE: 909 634 5025 - FAX: 909 677 0349 - EMAIL: INFO@PATROLCYCLE.COM

IPMBA Invites Industry Partners to Become Members

The much anticipated IPMBA Corporate Membership makes its debut with four members already on board

**IPMBA
2003
Product
Guide**

Alerte Systems

Gary Cason
800-728-1536
www.alertesystems.com
alerte@frii.com



Patrol Cycles LLC

Murline Staley
713-472-0894
www.patrolcycles.com
sales@patrolcycles.com



TIDALFORCE

Silvio Pappalardo
703-435-7102 x 179
www.tidalforce.com
silvio.pappalardo@wavecrestlabs.com



Trek Bikes

Eric Hill
920-478-2191 x 2438
www.trekbikes.com
Eric_hill@trekbike.com
eric_hill@trekbikes.com



IPMBA is proud to announce a new category of membership designed specifically for manufacturers, suppliers, and distributors of products that serve the needs of public safety cyclists. For years, IPMBA's industry supporters have asked, "what can we do to support your mission?" Now, the answer is, "join IPMBA as a Corporate Member, and watch your business grow."

How can IPMBA help a corporation increase sales? By providing direct access to active public safety cyclists through a variety of channels. By providing important product development advice and market research. And by promoting the continued growth of the public safety cycling profession.

Many of the members of the industry serving public safety cyclists owe a measure of their success to the technical assistance provided by IPMBA members. Both police and EMS cyclists have actively participated in the development phase of a wide variety of products. The result is obvious – products that are developed with input from the end users typically sell. The supplier's business grows, and the cyclists enjoy improved safety, comfort, and effectiveness.

Through IPMBA Corporate Membership, businesses will have many ways to interact with IPMBA

members, ranging from discounted booth space at the conference and discounted ad space in *IPMBA News* to company listings in *IPMBA News*, on the web, and in the conference program. They will have access to the IPMBA Product Purchase Program – through which they offer special discounts to IPMBA members – and to IPMBA's Product Development Field Test and Product Review Program.

IPMBA Corporate Membership debuted informally at the 12th Annual IPMBA Conference, May 9-11, 2002, in Ogden, Utah. Two vendors immediately recognized the value of the program and signed up on the spot – Alerte Systems and Patrol Cycles, LLC. Trek Bicycle Corporation and TIDALFORCE quickly followed suit. IPMBA appreciates their awareness of the important role IPMBA has played – and will continue to play – in their success. And IPMBA appreciates the role they have played in our success, too.

On behalf of the entire membership, thank you, and welcome to IPMBA!



For more information or to join IPMBA as a Corporate Member, contact Maureen Becker at 410-744-2400 or maureen@ipmba.org.

NEW! Field Tests for Corporate Members

IPMBA is pleased to offer corporate members the opportunity to have members of the Industry Relations Committee conduct field tests on their products. A field test differs from a product review in that two or more IPMBA members test the product on-duty and provide a critique to the supplier. The primary purpose of the field test is to allow the supplier to gain valuable insight into the real-world performance of the product. Such insight enables the supplier to make innovations and improvements that better serve the needs of the public safety cyclist.

IPMBA recently completed its first official field test on the Alerte Systems *Trail Blazer* bike light system. The product was tested by Sergeant Kurt Feavel of the University of Wisconsin-Madison Police Department and Officer Dave Salyers of Westport Public Safety, Kansas City, Missouri. Their reviews appear on pages 10-11. Alerte has addressed some of the issues raised by the reviewers; their comments appear throughout the reviews.

Many thanks to both Kurt and Dave for performing this valuable service.

The Alerte Systems *Trail Blazer* Bicycle Light System

IPMBA's field tests lead to improvements in the product

By Sergeant Kurt Feavel, PCI #539
University of Wisconsin-Madison PD (WI)
IPMBA Industry Relations Committee

The Alerte Systems *Trail Blazer* light system has three major components: the headlight, the taillight, and the battery. The headlight assembly measures 5.25" w x 3" d x 2.75" h. It has 16 red LEDs, 16 blue LEDs and 12 white LEDs in the center. It also houses an integrated siren. The taillight assembly has 16 red LEDs, 16 blue LEDs, and 12 amber LEDs. The various lights and siren are controlled by three switches, which are located on the right and left sides of the headlight assembly. The white switch on the right side of the assembly controls the siren, and the black switch directly above it controls the red/blue LEDs on the front and back. The single switch on the left controls the clear LED headlight and amber taillight.

I received and installed the Alerte Systems *Trail Blazer* on one of our newest Raleigh Patrol bikes. My initial impression was that it was quite large, but very lightweight. Factory specs say it weighs 3.75 lbs, including the battery. Most of the weight is the battery. I was not confident that the lightweight polycarbonate design would hold up to police use (abuse). Unfortunately, my assessment was correct. The bike was blown over by a gust of wind and the front light broke off. I examined the piece that broke and feel that the problem could easily be solved by beefing up the polycarbonate. *(Note from the manufacturer: we have switched to a super-tough nylon connecting bracket for the front light.)*

The lights were used on traffic stops as well as during routine contacts to alert traffic to the bike's presence. Officers using the light system agreed that the LEDs were more effective and provided more lighting than the smaller LEDs we currently use. This is very important from the standpoint of officer safety.

Installation was relatively easy; however, the zip ties that came with the kit were too small for the newer fat tube bikes. I had to locate longer ones or hook two together to fit. The system comes with plenty of wiring; in fact, the taillight comes with more wire than I needed, considering that the battery goes in the rear

By Cpl. David Salyers, Jr.
Westport Public Safety (MO)

Note: this product was tested over an eight-week period.

At first sight, the lighting system looked very awkward and cumbersome. The headlight system and the mounting hardware gave the impression that the system would not last a week on the front of my patrol bike. I was proven wrong on both counts. As a very active police cyclist, I have gone through many headlights. The "bike drop" to apprehend a suspect usually sends my headlight flying along the ground in a couple of pieces. The *Trail Blazer* proved to be very sturdy and actually stood up to a lot of abuse.


LIKES The L.E.D.s were extremely bright and eye-catching. They performed flawlessly. The L.E.D.s on the rear sections were a true stroke of genius. These lights were the most effective rear-mounted lights that I have used.

equipment bag. *(Note from the manufacturer: we have doubled the length of the zip ties provided with the kit.)*

The light intensity is very good, and the LEDs show up well, even in daylight. In fact, the farther away from the lights you are, the better you can see them. The siren is very audible. One officer commented that the siren is too high-pitched, too loud, and sounds too much like a car alarm. However, it does grab the attention of nearby people.

From a visibility standpoint, there was not much that I did not like about this system. The red/blue LEDs are bright and very visible. The amber taillight is noticeably different from the traditional red taillight. Remember to check your local statutes to see if you are still required to have a red reflector.

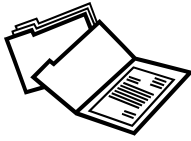
I did not like the fact that the clear LEDs in the headlight are not focused. The light is visible to others but does not throw out a cone of light directly in front of you. *(Note from the manufacturer: the lights are designed to be seen, not to throw light. Officers who require a bright beam for dark environments will need a separate light.)* Also, the switches to activate the various lights or siren are located on the sides of the headlight, which makes them difficult to see. In my opinion, moving them to the top would allow faster and easier access. Another option may be to mount thumb switches on the handlebars. *(Note from the manufacturer: this is a matter of getting used to a different position, especially for users of NiteRider lights. We will research this issue further.)*

The *Trail Blazer* is available from Alerte Systems, at www.alertesystems.com or 800-728-1536. The suggested retail price is approximately \$400, but discounts are available to IPMBA members. 

Kurt Feavel is a Sergeant with the University of Wisconsin-Madison Police Department. He co-founded the UW Police Bike Unit and has served as its coordinator since 1992. He has been a LEBA certified instructor since 1994 and an IPMBA Police Cyclist Instructor since 2001. Kurt can be reached at kdfaveal@facstaff.wisc.edu.



(Continued on page 11)



Report from Interbike 2002

IPMBA
2003
Product
Guide

By Pat Donovan, EMSCI #025
Puyallup Fire Department (WA)
IPMBA Industry Relations Committee

I consider it a great opportunity to be able to attend Interbike and assist the Industry Relations Committee in finding great new products and manufacturers for IPMBA members. If you have never had the privilege of attending Interbike, it is the largest bicycle-related product exhibition in the world. Let me just say that the Sands Convention Center in Las Vegas is enormous, and it was filled with bicycle stuff! While it was interesting to look at some new bike models, one of my goals was to check out the latest in accessories, clothing and other bike-related products. Another goal was to assist Industry Liaison Monte May in recruiting new corporate members for IPMBA. I could not begin to describe everything that intrigued me, so I'll just hit the highlights


IllumiNITE. IllumiNITE has recently expanded from making cloth to making clothing for sports enthusiasts and public safety personnel. Their material has tiny reflective glass beads sewn into the thread of the cloth. The glass reflects only when light is shined on it; otherwise the original color of the material shows. It is available in a wide range of colors, including black, navy, yellow and white. The representative was very interested in our opinion about the suitability of their products for use by public safety cyclists. Check their website at www.illuminite.com.

Topeak (Todson). Topeak (part of Todson) makes a variety of cycling products, including multi-tools, lights, bags, and racks. New for them this year was a line of bike locks called *OnGuard*. They have also introduced a new rear rack, known as the *Super*

Tourist, which may have some promise for EMS cyclists in particular. Their website is www.topeak.com.

Uvex. Uvex makes stylish sports glasses, including several models with interchangeable lenses. They are introducing a line of bike helmets, imported from Germany. Several of the styles have two sizes, and are adjustable. Their website is www.uvexsports.com, and although their bike helmets were not on the website as of this writing, it is possible to request a catalog.

Chiba Sports. Chiba has debuted a new line of clothing to complement my favorite gloves. Every time I went by their booth to thank them for their continued support of IPMBA, they were swamped, which means good things for them. Chiba's site is www.chibagloves.com.

It was awesome to see some of the cycling people I have read about through the years, and see that they are still supporting our sport. I saw John Tomac, Ned Overend, and Gary Fisher. I also renewed some acquaintanceships and thanked the folks who have supported my teaching efforts. It was both an honor and a privilege to help Industry Relations committee members John Medford and Monte May scope out the latest tools for public safety cycling. I can't wait until 2003! 

Pat can be reached at bikemedic581@hotmail.com.

Interbike is the largest bicycle-related product exhibition in the world.

Trailblazer

(Continued from page 10)

The siren was very effective in all situations. It was very effective in attracting the attention of motorists, which is one of the most important factors for police cyclists. The siren was also very useful in crowd dispersement.

The battery pack was extremely powerful. As of the third week of the trial, the pack still did not need recharging. It lasted four ten-hour shifts without dimming or losing power. VERY IMPRESSIVE! The pack was charged at the end of the shift on the fourth day for maintenance, not necessity.

DISLIKES My only complaint with the L.E.D. units is the switch locations. Although activating the switches was not a problem, I was concerned with the safety of removing the hand from the bar to activate the switches in the center of the headset. I also did not care for the location of the siren switch. (Note from the manufacturer: this is a matter of getting used to a different position, especially for users of NiteRider lights. We will research this issue further.)


The battery pack needs to be reworked. After several curb hops or stair descents, the wires came unattached from the pack, leaving the bike with no lights. If the same pack could be more universally mountable, the pack would be better served. (Note from the manufacturer: a battery designed for mounting in the water bottle cage has recently been made available.)

SUMMARY As the bike patrol supervisor for a busy entertainment district, I can assure you that I put these lights through the ringer.

On several occasions, I had to cross major intersections en route to various calls. I activated the lights and the siren. On all occasions, the lights/siren stopped all traffic traveling in both directions, allowing my four-bike unit to clear the intersection safely against the flow of traffic safely. The siren also saved me from motor vehicles several times.

I used the white L.E.D. light as my headlight. It produced ample light to function in this role and was actually brighter than the "AA" battery lights used by some of my comrades.

The siren found another use during the test period. On any given Saturday night, the entertainment district attracts crowds numbering in the tens of thousands. When verbal commands were not working to break up fights or simple conversations, I would activate the siren with a short burst, gaining the undivided attention of everyone within earshot.

I would recommend these lights to any public safety cyclist. They worked in a wide variety of situations. With just a few small improvements, these lights will be ideal. 

Dave is the bike patrol supervisor of Westport Public Safety. He patrols a busy entertainment district in Kansas City, Missouri, and rides bike patrol year-round. He can be reached at davidsalyers71@aol.com.

2003 Lighting Primer: "I Can See Clearly Now..."

Lighting your way toward the perfect system

By Pat Donovan, EMSCI #025
Puyallup Fire Department (WA)
IPMBA Industry Relations Committee

One of my first assignments as a member of the Industry Relations Committee was to review the newest light systems. Based on what I saw at Interbike and my experience working with light systems, here it goes. An editorial disclaimer before we continue – keep in mind that these are my thoughts and impressions, which are based on my personal experiences. Also keep in mind that you should conduct further research before making any purchasing decision to make sure that the product will meet your needs. Visit the manufacturers' websites for pricing, run times, and other details.

I'll begin with some general comments regarding light systems. There are many different types of batteries available, like nicad, lead acid (sla), and nickel metal hydride (nimh). Many of the lighting systems can be purchased with different battery packs, so check with the dealer or manufacturer. Each of these battery types has advantages and disadvantages, so determine the type of use and purchase accordingly. Whatever you choose, follow the manufacturer's directions for recharging.

Also, several manufacturers produce a HID (high intensity discharge) light. These lights (through alien technology) produce an equivalent light from 30 to 40 watts, yet consume only 12-15 watts of power, and have very long burn times. On the down side, they are still very expensive, and they take some time to warm up to full power, which is not conducive to frequent on/off cycles.

That said, here is a brief look at the light products I saw at Interbike. *Note: the first three manufacturers make public service cyclist specific light sets.*

Niterider (www.niterider.com)

New this year are the 4.0Ah nickel metal hydride battery for the *Digital Patrol* as well as the Surlok cable connections for all Niterider equipment. Also popular is the taillight that is super bright, both night and day. Another item that I like and own is the *Digital Evolution* headlight – it's a 15 watter with four light levels that allows for hands-free patient work and response.

Light & Motion (www.bikelights.com)

Light & Motion has designed the *Pursuit*, a handlebar mounted two-light system, for public safety use. I use their *Cabeza Logic* headlight also, with excellent results. The Light & Motion lights feature an adjustable

bezel that allows wider or narrower beam focus, which can be useful at times.

Nightsun (www.night-sun.com)

I missed their booth this year at Interbike, so my information comes from memory, their previous booths at IPMBA, and their website. Their public safety models are the *Patrol Delux* (with light covers and wig-wag), and the *Team Issue*, both dual-beam handlebar mounted lights.

MarwiUSA (www.marwiusa.com)

Marwi offers a variety of products with a variety of options, such as single/dual light, sealed lead and nickel batteries, and handlebar/helmet mounts. They are currently experimenting with a dual light system with a third flashing light, designed for public safety cyclists. We hope to have more on that in the future. The Puyallup FD bike team uses a dual light set from Marwi that we modified to flashing and mounted on the handlebars. We use the sealed lead acid battery (we don't notice the extra weight) and have not had a problem in the four years we've used them. They don't have the extra features like varying light modes, wig-wag... that other systems have, but they are reliable products.

Jet Lites (www.jetlites.com)

Jim from Jet Lites attended the 1998 IPMBA Conference in Tacoma with what was, and still is, an incredibly light light set. I own a *Starfire I Dual Beam* set and have used it for several years. It has held up well through classes and winter commutes without any problem – it is another awesome light set.

Nite Hawk Bicycle Lighting (www.nite-hawk.com)

Nite Hawk is a Canadian company that has grown popular in the Pacific Northwest. Nite Hawk started with sealed lead acid batteries, and has added nickel metal within the last two years. This is yet another quality light with multiple options; I really like their "plug and forget" charging system with LED indicators.

Cygolite (www.cygolite.com)

Cygolite has two new products this year, the Z Force HID and the Nitro 15-watt nimh system. Most of Cygolites products are dual beam, one-assembly units. Good economical lights.

BLT Light Systems

(www.bl-light.com)

Another Canadian producer, BLT has some good looking lights with digital control that fit either the handlebar or helmet. Their nimh battery pack will fit either on a frame tube or

in a pocket. I only spoke with a distributor, as the BLT people were not in the day I was there.

Planet Bike (www.planetbike.com)


Planet Bike has introduced a new model called the *Alias*, whose a Spectra Blue halogen bulb is 25% brighter than the basic halogen bulb. It is available in either 10- or 15-watt systems and has a low profile nimh battery. The 15-watt system has three light modes and a flashing mode. I have an older *Insight* 15-watt handlebar-mounted system that has worked well through classes and general riding.

Sigma Sport (www.sigmasport.com)

Sigma offers up the new *MirageX* system, a dual light set powered by a 6-volt sla battery. The set is attached using elastic rubber suspension straps (large O rings), and the battery is oddly shaped to fit in a water bottle holder. I'll reserve further comment until I have the chance to use one.

Todson (www.todson.com)

Todson has developed two promising new systems. The first is the *MoonShine* series, consisting of the *Pro* and the *3H* (handlebar, helmet, head). The *Pro* is a 35w light with three light levels, and the *3H* is a 20w, three light mode system that uses a lithium ion battery. The other new light from Todson is the *MoonShine Highlight*, a wireless remote control light that has flashing capability and a remote horn switch. It uses four AA batteries; it comes with rechargeable nimh batteries.

There you have it. There are many lighting manufacturers out there, all vying for your lighting dollars. As the competition heats up, the lights keep getting better and better. Pick the light that best suits your needs in the price range you can afford. I do recommend that EMS cyclists invest in helmet lights that allow for hands-free work. My department will be purchasing them as our budget allows. One final word of advice: whenever you can, please support those companies that have supported IPMBA. 

Pat is an IPMBA Instructor and regularly commutes to work by bike. He can be reached at bikemedic581@hotmail.com.



2003 Component Primer: Drive Trains

Information from the industry ranks

By Mitch Trujillo, PCI #244T

Boulder PD (CO)

IPMBA Industry Relations Committee

"Light. Strong. Cheap. Pick two." -- Keith Bontrager

Wise words from a mountain bike guru. Given bike patrol demands, it's not the lightest or most expensive components we need; it's the most dependable, practical, and cost-effective ones.

That said, the latest, high-end prospects from two of the heavyweight bike component manufacturers can be very tempting. SRAM came out jabbing early in 2002 with their svelte XO shifter and rear derailleur, while Shimano countered with their flashy XTR combo brake lever-shifter and rapid rise derailleur. Even some of the bantamweight contenders like TruVativ and FSA got into the ring with new cranksets and ISIS bottom brackets. I'm sure there were others who came out swinging.

Practicality in mind, however, this article will highlight some of the 2003 middle-to upper-range offerings from SRAM, Shimano, TruVativ, and FSA. Obviously, only some of the manufacturer offerings are listed. It is likely that a patrol bike will come fully or partially equipped with drive train components from these companies. Many come spec'd on patrol bikes supplied by Fuji, Trek, and Smith & Wesson. Keep in mind that unit pricing and weight will vary from source to source.

SRAM ESP (www.sram.com)

The SRAM throttle shifters revolutionized drive trains in 1987. Here are a few more recent shifter and derailleur highlights.

The 5.0 and 9.0 shifters are designated "shorty" or "half pipe" twist shifters, while the 7.0 is the "shorty" style only. Gear throws are light and positive. The 7.0 is available with a smaller grip for smaller hands. Small design changes in the shifter body and grips distinguish the three. The 9.0 shifter set retails for about \$60, the 7.0 for \$50, and the 5.0 for \$35.

All ESP rear derailleurs come with a long pulley cage; the 9.0 offers a short cage version for quicker shifting.

The 9.0 derailleur is composed of a mixture of forged aluminum, composite and steel. It weighs about 270g, is compatible with 8- or 9-speed, and retails for \$80. The 7.0 derailleur is made of cast aluminum, composite and steel. It weighs about 265g,

handles 8- or 9-speed, and retails for \$50. The 5.0 derailleur is made of aluminum, composite and steel. It weighs in at 320g and is compatible with 7/8/9 speeds. Suggested retail is \$30. All ESP derailleurs use the patented "1:1 actuation ratio technology," which basically means that there is no delay or hesitation when changing gears.

ESP shifters should only be used with ESP derailleurs and vice versa. SRAM still has some specific shifters compatible with Shimano derailleurs, in both twist and lever versions. Look for the 5.0/9.0 shifters-derailleurs on Smith & Wesson bikes.

Shimano (www.shimano.com)

Almighty Shimano has not modified the Deore, LX, or XT drive trains much for 2003. The only changes come in their XT (M751) and LX (M571) cranks. The cranks themselves no longer have solid arms; instead, they have adopted the Hollowtech technology from last year's XTR. They are reported to have increased in strength and decreased in weight. The three crankset models come with 170mm arms (for smaller riders) or 175mm arms (for average sized riders). For the "clydesdales," the XT crankset also is available with 180mm arms. The XT crankset has a published weight of 647g; the LX, 656g; and the Deore, 715g. The Deore crank shares the same Octalink spline compatibility (with Shimano or Shimano-compatible splined bottom brackets) with its brethren. All come with 22-32-44 tooth chainrings, and are priced as follows: XT - \$120, LX - \$75, and Deore - \$55.

The Shimano drive trains retain the same quality and performance for which they have become known. Look for Deore, LX, and XT componentry on Smith & Wesson bikes, and the XT rear derailleur on Trek and Fuji patrol bikes.

TruVativ (www.truativ.com)

Relative newcomer TruVativ is a California company that is easing its way into the industry. The company uses computer FEA (Finite Element Analysis) optimized procedures for development of their cranks.

TruVativ's FiveD is the entry-level crankset. It has heat-treated cromoly middle and small


rings and fits 8- and 9-speed drive trains. The tough rings should do well for bigger riders. The arms are either 170mm or 175mm, and it shares the same computer designing as the Firex. The FiveD is available for either ISIS splined or square taper spindles, black or silver finishes. Total reported weight is 830g, and it runs a cool \$70. The crankset comes stock on Fuji patrol models, both hardtail and softtail, and is spec'd with 22-32-44 chain rings.

The Firex is their reasonably priced, "high performance" crankset. The concave crankarms are redesigned, and are forged out of their secret alloy AL-66. The arms are available in lengths of 170mm or 175mm with an ISIS Drive or square taper (traditional) interface. The 9-speed rings are 22-32-44 tooth configuration (middle and outer rings 7057-T6 aluminum). The package weighs in at 634g and comes in black, grey, or satin silver anodizing. Roughly \$100.

Both cranksets get good reviews and can be matched with a TruVativ ISIS Drive SL bottom bracket. The bottom bracket is 230g, and comes with a 10-flute ISIS-splined, hollow cromoly spindle, machined/adjustable cups, and sealed cartridge bearings. Nice stuff.

Full Speed Ahead (www.fullspeedahead.com)

Speaking of bottom brackets, the FSA Platinum comes on Fuji patrol models. The bottom bracket has a forged, hollow cromoly spindle, with ISIS splined interface. Features include: 3-sealed cartridge bearings, cold-forged aluminum cups, cromoly self-extracting crank bolts, and an anti-creak sleeve covering the 225g unit. It comes in various sizes to accommodate bottom bracket and spindle widths. About \$55.

Several bike manufacturers offer discounts to IPMBA members through the Product Purchase Program. Check it out in this issue of the newsletter (page 18). 

Mitch is an IPMBA Instructor Trainer, an IMBA National Mountain Bike Patroller, and has a penchant for singlespeeds. He can be reached at trujillom@ci.boulder.co.us.

BIKE PATROL UNIFORMS: WE'VE COME A LONG WAY, BABY

Uniforms have a hot and cold history

Officer Kirby Beck, PCI #002T/EMSCI #17
Coon Rapids Police Department (MI)

Near the end of the 19th century, many large police departments used bicycle patrols as a regular part of their police function. An 1896 study by the Pittsburgh Police Department reported, "after preliminary testing, it is apparent that one cycle-mounted policeman is worth two on foot." These early bike squads rode heavy, one-speed bikes with simple brakes. They wore heavy wool uniforms with long trousers and topcoats. Some wore canvas leggings to keep their trousers free of chain grease and prevent their pant cuffs from becoming entangled in the chain. At that time, the use of bikes was a sign of a progressive police department. However, with the advent of the automobile and the radio-equipped patrol car, police bicycling faded into obscurity.

In 1987, Seattle became the first city in the United States to put a full-time squad of police officers back on bikes. Many departments around the country soon followed Seattle's lead, and a resurgence of the bicycle patrol began. Police officers in shorts and bike helmets soon became a common sight around the country.

Bike patrols today are more popular and effective than ever, and appear to be here to stay. The reasons for the increasing use include the community oriented policing movement, the availability of specialized bike patrol training, and the flexibility and comfort of the mountain bike, uniforms, and related equipment.

Since the revival of policing by bike, several uniform manufacturers have partnered with police agencies and IPMBA to develop products which meet the expanding needs of bike officers. These specialized products are designed to increase the effectiveness of the bike-mounted officer. Some innovations have been so successful that they are working their way into mainstream policewear. For instance, a knowledgeable observer can easily spot bike patrol jackets on non-bike officers in agencies around the country. Some were even seen at "Ground Zero" in New York City.

Patrolling by bike is a physical, and often harsh, outdoor activity. As a result,

uniforms must be constructed to block the wind and protect against the rain and cold, yet provide ventilation to a perspiring officer's body. Jackets and pants must be designed and sized to be comfortable and effective while the officer is bent forward, gripping a handlebar and pedaling. But bike-specific clothing is not just about comfort. In extreme heat and cold, proper bike uniforms can prevent heat or cold-related illness or injury.

Cyclists can generate an extra 10 to 15 degrees of body heat while riding. In hot weather, an improperly hydrated or ventilated cyclist can easily fall victim to heat exhaustion or heat stroke. An officer wearing body armor may be especially susceptible, a factor that must be taken into account when establishing a uniform standard. Wearing shorts instead of long pants in hot weather is imperative. Being permitted to use a water filled backpack – like those made by Camelbak and Blackhawk – may be an important health consideration for bike patrol officers.

In cold weather, the heat generated by cyclists is a mixed blessing. On one hand, it can allow the cyclist to stay warmer while wearing less insulated clothing. On the other hand, perspiration dampens clothing and causes the body to lose heat faster and feel chilled sooner. Some items, such as cotton turtlenecks, may seem warm, but once sweaty, will work against the officer. Synthetic fabrics such as Coolmax™, polypropylene and polar fleece, which will not hold moisture from perspiration, are a better choice for bike officers. If the fabric next to the skin is dry, the officer will stay warmer in the winter and cooler in the summer.

Specialized bike patrol uniforms are made of high-tech fabrics intended to both

transport perspiration away from the body and protect the wearer from the environment. They are often made of specially engineered fabrics such as Coolmax™, Supplex™, and stretch knits. About eight companies produce high quality uniforms designed with input from bike officers to make them functional, fashionable, and comfortable.

Bike jackets, shirts and pants are designed differently than their standard uniform counterparts. Sitting on seams is uncomfortable, so bike pants and shorts minimize seams and place them in areas that do not have direct contact with the

saddle. Bike pants hug the leg at the bottom to prevent entanglement in the chain, and often have a built-in chamois pad. The uninitiated believe that the chamois is there to provide padding between rider and saddle. Its real job is to absorb moisture and reduce chafing and saddle sores.

Bike uniform pants and shorts should be made of a material that dries quickly after getting wet from rain or sweat. Most pants and shorts are made from materials such as

Supplex™ and other stretch knits. Some pant fabrics are lined with a hydrophilic film like Gortex™ or Ultrex™, which makes them waterproof and wind resistant. Several companies use imported stretch knits of varying weights that are water resistant and windproof without laminates. Some bike pants are available with zip-off legs to double as shorts.

Jackets can be purchased with or without insulated liners. Nearly all jackets are lined with wickable, breathable material to help them stay dry inside. Jackets are typically available in materials like treated Supplex™, or a Supplex™-like material laminated with a breathable, waterproof film like Gortex™. The former is less expensive; the latter is more versatile and



© 2002 Dean Coolidge

(Continued on page 16)

HELMET SAFETY: SEPARATING FACT FROM FICTION

Information to consider when purchasing a cycling helmet

By Ken King, PCI #523
Lakewood PD (CO)
IPMBA Industry Relations Committee

The purpose of this article is to help the public safety cyclist differentiate the facts and myths of cycling helmets. Many vendors offer a variety of helmets that range in price \$40 to \$200. That's a wide range, and understanding the differences between these various models can be difficult. The information below is intended to clarify what to buy and when to buy (or replace), as well as shed light on some of the current cycling helmet safety regulations.

CONSTRUCTION

Everybody knows that helmets are intended to provide safety and prevent head injuries. But how? Is a more expensive helmet a safer helmet? An examination of the inner workings and design of helmets can lead to a better understanding of how they provide protection. Most helmets are currently constructed from expanded polystyrene (EPS) foam. EPS is the best material available for absorbing impact and energy from crashes. It is also able to withstand a wide

range of temperature and weather conditions.

There are two common construction types: the in-mold construction (also commonly referred to as "single construction"), and the tape-on shell (also known as the "two-

piece tape") style. In-mold technology consists of a manufacturing process in which the inner EPS foam liner and the outer hard shell are molded as one unit. In-mold designed helmets are extremely resistant to separation upon an impact or crash, primarily due to the advanced molding procedure and the rigidity of the one-piece construction.

The two-piece style construction has two separate components: an inside EPS foam piece and an outside hard shell. A band of tape can be seen around the outside perimeter of the helmet where the inner and outer units meet. Because tape can lose adhesiveness, the shell may become damaged or separated in a crash. Therefore, a two-piece constructed helmet may not perform as well in a serious crash as an in-mold unit.

In-mold construction typically signifies a better quality helmet, so this type of helmet will usually have a slightly higher price tag. Just a short time ago, in-mold helmets cost \$75-\$100; however, today's prices hover around \$50.

COMFORT

Comfort is another critical component of helmet selection. It can be broken into two categories: venting and fit. Vents allow air to flow through the helmet to keep the head cool and reduce sweating. Most helmets have between 12-24 vents. Large vent openings may allow branches, sharp rocks or other

objects to pass through and contact the head. Too much venting means less contact surface on your head, which means the energy of an impact will be concentrated in one area rather than dissipated, which could lead to injury. Therefore, do not buy a helmet with more venting than is needed.

The best gauge of comfort of a properly worn helmet is a snug fit with no pressure points. Some brands offer a one-size-fits-all, while other helmet manufacturers offer advanced fit devices. It should not be possible to lift a properly fitted helmet off the head by pulling or twisting. The helmet should not slip and leave a large area of the head unprotected. Strap size may also affect comfort. Smaller straps tend to pinch and seem less comfortable than larger or wider straps. Comfort is highly personal to each rider, and it may be necessary to try different helmets from several manufacturers to find the right fit.

The built-in retention mechanisms of the helmet design may also add to comfort. Retention refers to the helmet's ability to stay in place in a crash or on impact. Some retention devices provide additional coverage to the rear of the head. Another comfort consideration is that the helmet have a smooth, rounded exterior free of snag points or sharp edges that might cause injury in a crash or upon impact.

COST

Cost is also a major factor in helmet selection. Quality helmets range in price from \$40 to \$200. A higher price does not necessarily mean greater safety protection. In fact, the latest *Consumer Reports* rating (1999) showed that many moderately priced helmets (under \$50) performed as well as the higher priced models. At this time, a report on the safety performance of the newer model helmets is not available. However, most vendors however provide basic safety information on their websites and in their product literature.

The cost of a helmet is dictated by construction type (in-mold versus tape-on shell), fitting and retention type (universal fit versus advanced fit), venting, and, of course, finish (how cool it looks).

WHEN TO REPLACE A BICYCLE HELMET

Most manufacturers recommend replacing a helmet every three to five years, depending on use. Helmet breakdown for public safety cyclists may be accelerated due to exposure to elements, long hours of wear, and sweating from huffing pounds of gear around.

Helmets should also be replaced after impact. Once compressed or damaged, EPS foam does not bounce back or return to its original form. Therefore, once damaged always damaged. Helmets that have sustained significant impact may no longer provide adequate safety. The bottom line — even if a helmet does not look damaged after a crash, replace it anyway. Some manufacturers allow for a "trade-in" timeframe (often up to three years), during which if a helmet is damaged in a crash, the consumer can bring it to a local retailer and receive a discount on a new helmet. There are similar credits for kids who outgrow helmets and need larger sizes. These programs are designed to help ensure adequate safety protection for all riders

(Continued on page 16)



HELMET FACTS:

➤ Bicycle helmets can reduce the risk of head injury by up to 85%.

- Most cycling deaths involve falls and collisions resulting in head injuries.
- Each year, cycling accidents cause approximately 900 deaths and over 500,000 hospital visits.

Separating Fact from Fiction

(Continued from page 11)

because manufacturers realize that frequent helmet purchases can be costly. They also help the manufacturer build brand loyalty.

SAFETY STANDARDS

Today's helmets are all required to meet a minimum safety standard; some manufacturers go above and beyond that standard in constructing their helmets.

Consumer Product Safety Commission Standards (CPSC)

Since March of 1999, all bicycle helmets must meet the CPSC Federal standards for safety. Look for the CPSC sticker as assurance that the helmet being purchased meets the minimum required safety standard and will provide a high level of protection.

Snell Safety Standards

Additional, voluntary safety standards are obtained through the Snell Helmet Testing Program and the Snell Memorial Foundation. Helmets that meet Snell's B-95 or N-94 standard have a higher safety rating than those that meet CPSC; i.e., they provide additional safety protection. Snell's B-90 standard that is comparable to the CPSC rating.

American Society for Testing & Materials (ASTM) Standards

The previous ASTM's standard is also comparable to the CPSC standard. Some older helmets were rated with the ANSI Z90.4 standard, which is no longer used. If this is the case with your helmet, consider trading in "old ironsides" for a newer model.

International Standards

Outside the U.S., there are several national standards as well as a European CEN standard. Most test helmets in ways similar to the U.S. standard, however, they generally use a less severe drop test than the CPSC standard.

A note about visors: visors are not currently covered by any safety standards. Therefore, in using a visor, consider the construction materials (rigid versus flexible), the breakaway features (hook and loop versus prong style fasteners), and the risk of shattering and/or snagging. Advocacy groups are trying to have visors included in safety standards and this may occur sometime in the future.

RESOURCES

Bicycle Helmet Safety Institute

www.bhsi.org

- *Bicycle Helmets for the 2002 Season*
- *The Helmet Update by Email, Volume 20, #4- June 6, 2002*
- *The Helmet Update by Email, Volume 19, #4- December 17, 2001*
- *A Consumer's Guide to Bicycle Helmets*

Snell Memorial Foundation

www.smf.org

- *Snell Helmet Testing Programs*
- *Snell Helmet Safety Standards*

Consumer Product Safety Commission


www.cpsc.gov/cpscpub/pubs/bike.html

- *What's New About Bicycle Helmets*

CONCLUSION

When purchasing a helmet, consider the construction type, comfort, fit, and venting. Select a helmet that meets or exceeds the CPSC Federal standard. Consider style and finish, but bear in mind that they can add significant cost to a helmet. A flashy finish will usually cost more but will not provide a higher level of protection than that of a not-so-flashy model.

Don't make a helmet purchase based solely on price. Wait until you have found the "perfect" helmet before looking at the price tag. Find out about the manufacturer's warranty and trade-

in program (if applicable). Remember that the money you are spending is intended to reduce or remove the possibility of injury in a serious crash. Purchasing the right helmet for your head size, shape and type of riding may prove to be the most critical cycling decision you make. 

Ken has been a Police Cyclist since 1996, and an IPMBA Police Cyclist Instructor since 2001. He has purchased four helmets in the past five years. He can be reached at kenkin@lakewood.org.

We've Come a Long Way, Baby

(Continued from page 11)


effective. Some jackets feature removable sleeves which can be easily stowed in a rack bag.

The standard riding position requires that bike patrol jackets and shirts be cut and sized so they are roomy across the shoulders, with slightly longer sleeves and back. Jackets should be ordered large enough to accommodate multiple layers.

While bike uniforms have to be comfortable and breathable, they must also be readily identifiable as police uniforms. Many bike officers wear colors not worn by regular patrol officers, such as yellow or white shirts that make them more visible in congested traffic. Bike patrol jackets are the most dramatically different from standard uniforms, with color combinations such as yellow or royal blue over navy blue. These brighter, contrasting colors enable motorists to see bike officers sooner. Non-traditional shirts and jackets should use shoulder emblems and POLICE stencils both front and back, to clearly identify the wearer as a police officer.

Another consideration in uniform selection is appearance. Specialized bike patrol shirts come in polo-like pullovers and traditional button-up styles, in both long and short sleeve. Polo shirts have proven to be popular among bike officers, who like the comfort and the "softer," more approachable look. Polos made by uniform companies usually use Coolmax™ or other wicking fabrics similar to those used for cycling jerseys. For those who want a more traditional look, several manufacturers provide shirts with a Class A design. Made of lightweight Coolmax™ or other fast wick-and-dry fabrics, these shirts have epaulets, pockets with flaps, traditional collars and sewn-in creases. They come in both high visibility and traditional uniform colors.

Several uniform shoe manufacturers make cycling shoes designed for bike officers. They have narrower soles than athletic shoes, so they slide easily into toe clips. Most are compatible with clipless pedal systems. Bike shoes have stiff soles to keep the foot from bending during hours of pedaling. Injuries such as Plantar Fasciitis can occur if proper shoes is not used. Cycling shoes should be a mandatory uniform item for bike officers, especially those who operate full-time. The proper footwear is an important occupational safety and health issue.

Uniforms for bike patrol have come a long way since bikes were first used for policing in the 1890's. And today's technological advances will continue to make bike patrol an even more practical and effective tool for law enforcement into the new millennium. 

Kirby can be reached at kirbyp42@aol.com.

The full text of this article originally appeared in the April 2002 issue of *Law & Order* magazine (www.lawandordermag.com). Reprinted with permission.

ANNUAL MAINTENANCE

Your trusty steed won't last long without proper maintenance

**IPMBA
2003
Product
Guide**

Checklist

CLEAN, POLISH, AND INSPECT

- Frame
- Fork
- Wheels
- Rims
- Spokes
- Hubs
- Handlebar/headset
- Others

CHECK NUTS, BOLTS, AND FASTENERS FOR LOOSENESS

- Suspension fasteners
- Frame attachments
- Disc rotors
- Other areas that may have vibrated loose

INSPECT TIRES AND WHEELS

- Wear spots
- Spoke damage
- Tread wear
- Rim damage
- Bulging/cracks/cuts
- True rim as needed

INSPECT AND ADJUST BRAKES

- Cables for cracks or crimps
- Pads for excessive or abnormal wear as well as proper adjustment
- Clean rotors with rubbing alcohol
- Change hydraulic fluid approximately every other year

DRIVETRAIN REMOVAL, CLEANING, AND INSPECTION:

- Remove the following drivetrain components for a thorough cleaning, degreasing, and inspection:
 - Chain
 - Rear Derailleur
 - Cassette
 - Crankset

SUSPENSION

- Clean around seals.
- Check for signs of leaks.
- Check pressure in air systems.
- Check for normal rebound/compression.


By Agent Ken King
Lakewood PD (CO)
IPMBA Industry Relations Committee

The end of the calendar year – or, for some, the onset of winter weather – is a good time to perform some year-end or annual bike maintenance. Whether it is a department fleet bike or a personal bike, care and maintenance can add to the bike's performance, reliability, and longevity. Listed in the box to the left are some maintenance suggestions that range from basic to moderately complex.

If you're a bike maintenance novice, don't worry. There are many books and CD's on the "how to's" of bike repair available at the local shop or online. As for tools, a good starter kit can be purchased from Park Tool, Avenir, and other manufacturers for about \$100. This type of kit will enable you to perform most or all of the above outlined repairs. Upgrading to a shop grade and quality tool set can range from \$100 to several hundred dollars. A quality home mechanic stand (great for repairs, cleaning, adjustments, etc.) can be purchased for around \$100-\$150. Professional shop stands are higher in price.

If you have a good relationship with a bike shop, see if they will allow you to spend some time learning these repairs. Most

mechanics are very receptive to tutoring public safety cyclists. This way you are learning from those who know best and you can be assured that the advice you are getting is from a trained professional. You can also register for IPMBA's Maintenance Officer Certification Course, a 32-hour course being offered May 18-21, 2003, in Charleston, West Virginia. If you feel safer letting a shop take care of your bike, most offer a variety of maintenance packages. Basic light checks and inspections (usually adjustments performed without removing any parts) run around \$35-45. A full check-over (which usually entails removal of the drivetrain) costs around \$75. And a complete overhaul (basically stripping your bike down to bare frame) will run at least \$120.

Learning to complete repairs and maintenance can lead to savings (mostly labor costs), reduced down time, and reduced frustration. Spending a little time and money at the end of the year will help identify problems, increase the efficiency and smoothness of your ride, and extend the life of your bike. 

Ken can be reached at kenkin@lakewood.org



WINTERIZING YOUR BIKE


Snow or ice, rain or fog, these tips will come in handy

By Jeffrey Youngsma, EMSCI #073
Fremont Fire Department (CA)

When some people think of winter, they think of snow. Those people don't live in Northern California. Believe it or not, California is not all sunshine and beaches. Here, as in the Pacific Northwest, winter means rain and fog. A posting on the listserve offering tips on how to dress for rainy weather inspired me to share a few tips on waterproofing your ride. If you don't feel like doing this for your department bike, do yourself a favor and do it on your personal bike. It's worth it!

- Use a dry lube or wax on your chain. This will shed water better than an oil or grease. Oil and grease attract dirt. And dirt is hard on components over time.

- Cut a piece of old inner tube and place it outside and over your seat stem and seat tube. This will reduce the amount of water that enters the seat tube and collects at the bottom bracket, which will eliminate rust problems from the inside.
- When you are done with your patrol or ride, remove the seat post and let the bike hang upside down. This will allow the water to run out instead of collecting at the bottom bracket. This also will eliminate rust problems from the inside.
- Wipe the bike down with a mild soap and water solution. Dry it off and apply a furniture polish with wax in it. This will give your bike a nice water shedding capability and make it easier to clean. It is also cheaper than buying professional bike cleaning and waxing products from the bike shop.
- Lube all your other components with a water-resistant grease to prevent rust everywhere.
- Use the proper tire for the season and climate. I just switched my tires from lightweight performance tires to a winter training style tire. They may weigh a little more but you will get better grip.
- If you don't like water up the back end, think Fender! It may shout out geek-dom but it might be worth the trade. If you ride in a group, the water (and debris) will fly off the back and hit the rider behind you.
- Put chain wax on your cleats and pedals. Same reason that you put wax everywhere else.
- If you have thrasher components, i.e., chains, wheels, seat, etc., put them on your bike and save your good stuff for when the weather improves.

All these hints will keep your bike in better shape over the winter, and will mean less to repair and replace in the spring. 

Jeffrey can be reached at jyoungsma@ci.fremont.ca.us

IPMBA Product

W

elcome to the Product Purchase Program! The IPMBA Product Purchase Program, or PPP, is one of the coolest benefits of IPMBA membership. Why is it the coolest? Because it saves you money!

The Product Purchase Program – IPMBA’s exclusive member discount program – was introduced as a benefit of membership in September of 1997. It had four members, one of whom, PYI Spokeswear, is still participating. By the end of 1997, the number of participants had increased to twelve, including Chiba Gloves, Bike Control, and Sportworks.

Today, the PPP features over 30 suppliers offering discounts to IPMBA members. Members who take advantage of these discounts can pay for their IPMBA memberships in just one purchase. Here are a few examples. Your IPMBA membership costs you \$40 annually. Let’s say you need a new bike rack. As an IPMBA member, you can save \$60 on a rack from SportWorks NorthWest. Looking for a pair of waterproof socks? You can buy Sealskins for \$15-\$20 off the list price, and you’d probably buy two pair. How about a pair of sunglasses with interchangeable lenses? Check out Rudy Project’s Skey model and save \$58! The list of discounts goes on and on...bike seats, suspension, patrol shoes, bikes, training, lubes, gloves, lights, uniforms...

So when you need bikes, equipment, clothing, or accessories for on- or off-duty use, check the Product Purchase Program first, and watch your IPMBA membership pay for itself. **Have your IPMBA membership number and expiration date when you place your order.**

ABS SPORTS

Product: Super Saddle
Regular Cost: \$99
Cost to Members: \$89
Form of Payment: DC, MC, PO, V
Ordering Options: Phone, Fax, Email
Contact Name: Van Zevenbergen
Phone: 609-371-1554
Fax: 609-371-1554
Website: www.abs-sports.com
Email: sales@abs-sports.com

ABS Sports
683 Rt. 33
Hightstown, NJ 08520

BIKE TRACK

Product: Mini-Mum Vertical Bike Hanger
Regular Cost: \$24.99-\$38.99 (with cable)
Cost to Members: \$17.49-\$27.29 (with cable)
Form of Payment: AX, MC, V
Ordering Options: Phone
Contact Name: Carol Weingeist
Phone: 888-663-8537
Fax: 802-457-3704
Website: www.biketrack.com
Email: info@biketrack.com

Bike Track
P. O. Box 235
Woodstock, VT 05091

BRAVE SOLDIER

Product: Ointments, Shave Gels, Lip Balms, etc.
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Form of Payment: AX, C, CH, DC, D, MC, PO, V
Ordering Options: Phone, Web
Contact Name: Jeffrey Neal
Phone: 323-653-5538/888-711-BRAVE
Fax: 323-852-6604
Website: www.bravesoldier.com
Email: info@bravesoldier.com

Brave Soldier
8338 Beverly Blvd.
Los Angeles, CA 90048

BUSHWHACKER USA

Product: MESA Rear Rack Trunk
Regular Cost: \$55
Cost to Members: \$35
Form of Payment: AX, C, CK, MC, V
Ordering Options: Phone, Fax, Email
Contact Name: Jeff Sims
Phone: 801-829-6801
Fax: 801-829-6104
Website: www.bushwhackerbags.com
Email: jss1205@aol.com

Bushwhacker USA
395 E. 300 N.
Morgan, UT 84050

CANE CREEK CYCLING COMPONENTS

Product: Suspension Seatpost
Regular Cost: \$139
Cost to Members: \$83.40
Form of Payment: MC, V
Ordering Options: Phone, Fax
Contact Name: Lena Warren
Phone: 800-234-2725
Fax: 828-684-1057
Website: www.canecreek.com
Email: lena@canecreek.com

Cane Creek Cycling Components
355 Cane Creek Rd.
Fletcher, NC 28732

CASCADE DESIGN

Product: Platypus Hydration Systems
Regular Cost: Contact for Pro-Form
Cost to Members: 10% off Wholesale
Form of Payment: CK, DC, MC, V
Ordering Options: Fax, Mail
Contact Name: Herb Gayheart
Phone: 800-527-1527 / 206-676-1414
Fax: 800-583-7583
Website: www.cascadedesigns.com
Email: herb.gayheart@cascadedesigns.com

Cascade Design
4000 First Ave. S.
Seattle, WA 98134

CS FERRULES

Product: Precision Machined Housing Ferrules for Cable
Regular Cost: \$2
Cost to Members: \$1
Form of Payment: AX, C, CH, DC, D, MC, PO, V
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: David Ortega
Phone: 707-781-9339
Fax: 707-781-9339
Website: www.csferrules.com
Email: csferrules@yahoo.com

CS Ferrules
1903 Marilyn Circle
Petaluma, CA 94954

CYCLE SOURCE GROUP (SMITH & WESSON)

Product: Bikes & Accessories
Regular Cost: Contact for Product List
Cost to Members: 20-35% off Retail
Form of Payment: C, CH, DC, D, MC, PO, V
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Peter Carey
Phone: 877-533-7245
Fax: 631-205-1435
Website: www.cyclesg.com
Email: peterc@cyclesg.com

Cycle Source Group (Smith & Wesson)
445 County Rd. 101, Unit # E
Yaphank, NY 11980

DANALCO

Product: Sealskinz Waterproof Socks & Gloves
Regular Cost: \$29.95-\$39.95 socks; \$29.95 gloves
Cost to Members: \$15-\$20 socks; \$15 gloves
Form of Payment: C, CH, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: Sam Matthews
Phone: 800-868-2629
Fax: 800-216-9938
Website: www.danalco.com
Email: sam@danalco.com

Danalco
1020 Hamilton Rd.
Duarte, CA 91010

Purchase Program

IPMBA
2003
Product
Guide

DE SOTO SPORT

Product: Triathlon Clothing
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Form of Payment: AX, MC, V
Ordering Options: Phone, Fax, Email, Web
Contact Name: Emilio De Soto II
Phone: 858-453-6672
Fax: 858-453-6783
Website: www.desotosport.com
Email: contact@desotosport.com

De Soto Sport
5260 Eastgate Mall
San Diego, CA 92121

DIADORA

Product: Bike Patrol Shoe
Regular Cost: \$90
Cost to Members: \$80
Form of Payment: MC, V
Ordering Options: Phone, Fax
Contact Name: Nelson Frazier
Phone: 800-FON-GITA x 319
Fax: 704-588-4322
Website: www.gitabike.com
Email: info@gitabike.com

Diadora
12500 Steele Creek Rd.
Charlotte, NC 28273

EKO SPORT

Product: Power Grips, Air Suspension, Pumps
Regular Cost: Contact for Product List
Cost to Members: 20% off Retail
Form of Payment: CK, MC, V, D
Ordering Options: Phone, Fax, Email, Web
Contact Name: Jason Tillinghast
Phone: 970-241-3518/800-999-8277
Fax: 970-241-3529
Website: www.ekosport.com
Email: jtillinghast@ekosport.com

Eko Sport
580 North Westgate Dr.
Grand Junction, CO 81505

FUJI AMERICA

Product: Bikes & Accessories
Regular Cost: Contact for Product List
Cost to Members: Contact for Discount
Form of Payment: C, CH, MC, PO, V
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Kevin Moran
Phone: 800-631-8474 / 201-337-1700
Fax: 201-337-1762
Website: www.fujibikes.com
Email: info@fujibikes.com

Fuji America
P.O. Box 60
118 Bauer Dr.
Oakland, NJ 07436

Notes: Include "Attn Kevin" in email subject line.

HECKLER & KOCH

Product: Officer Survival for the Mountain Bike
Officer
Regular Cost: \$795
Cost to Members: \$745
Form of Payment: CC, PO
Ordering Options: Phone
Contact Name: Pat Rios
Phone: 703-450-1900 x 293
Fax: 703-406-2361
Website: www.hecklerkoch-usa.com
Email: prios@heckler-koch.com

Heckler & Koch
21480 Pacific Blvd.
Sterling, VA 20166

IOSSO PRODUCTS

Product: Cleaners & Lubes for Guns & Bikes
Regular Cost: Contact for Product List
Cost to Members: 20% off Retail
Form of Payment: C, CH, MC, PO, V
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: Marianne Iosso
Phone: 888-747-4332
Fax: 847-437-8478
Website: www.iosso.com
Email: info@iosso.com

Iosso Products
1485 Lively Blvd.
Elk Grove, IL 60007

LANE SUNGLASSES

Product: Protective Eyewear & Goggles
Regular Cost: Contact for Product List
Cost to Members: 30-60% off Retail
Form of Payment: CH, DC, MC, V
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: Neal Dykstra
Phone: 800-542-7850
Fax: 219-956-2112
Website: www.lanesunglasses.com
Email: eyewear@netnitco.net

Lane Sunglasses
7640 N. 400 W.
Rensselaer, IN 47978

MARWI USA, INC.

Product: Lighting Systems
Regular Cost: \$99-\$259
Cost to Members: Contact for Discount
Form of Payment: COD, MC, V
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Kandi Phillippe-Watson
Phone: 618-392-2000
Fax: 618-392-2030
Website: www.marwiusa.com
Email: kandi.watson@marwiusa.com

Marwi USA, Inc.
4287 N. Holly Rd.
Olney, IL 62450

MAXXIS TIRES

Product: Bike Tires & Tubes
Regular Cost: Contact for Product List
Cost to Members: 50% off retail (Pro-form)
Form of Payment: AX, MC, V
Ordering Options: Email, Fax, Phone
Contact Name: Chance Regina
Phone: 770-962-8229 x 124
Fax: 770-962-7705
Website: www.maxxis.com
Email: maxx daddy@maxxis.com

Maxxis Tires
545 Old Peachtree Rd.
Suwanee, GA 30024

MOCEAN

Product: Uniforms
Regular Cost: Contact for Product List
Cost to Members: 25% off Retail
Form of Payment: AX, C, CH, DC, MC, PO, V
Ordering Options: Fax
Contact Name: Bill Levitt
Phone: 949-646-1701
Fax: 949-646-1590
Website: www.mocean.net
Email: moceanbl@aol.com

Mocean
1635 Monrovia Ave.
Costa Mesa, CA 92627

MODEL RECTIFIER CORPORATION

Product: Helmet Gear Cycle Visor
Regular Cost: \$14.98
Cost to Members: \$7.50
Form of Payment: C, CK, MC, PO, V
Ordering Options: Phone, Fax
Contact Name: Frank Ritota
Phone: 732-225-2100
Fax: 732-225-0091
Website: www.modelrectifier.com
Email: mrcsupport@modelrectifier.com

Model Rectifier Corp.
80 Newfield Ave.
Edison, NJ 08837

PROGOLD PRODUCTS

Product: ProLink Chain Lube, ProGold Lubes
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Form of Payment: C, CH, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Web, Mail
Contact Name: Doug or Van
Phone: 800-421-5823
Fax: 404-766-3977
Website: www.progoldmfr.com
Email: progoldmfr@aol.com

ProGold Products
4106 Stacks Rd.
College Park, GA 30349

ABBREVIATIONS:

AX = American Express
C = Cash
CH = Personal Check
DC = Department Check
D = Discover
MC = MasterCard
PO = Purchase Order
V = Visa

Product Purchase Program

Continued from page 19

PROMARK INT'L INC.

Product: Full Line Law Enforcement Equipment

Regular Cost: Contact for Product List

Cost to Members: 40% off most products

Form of Payment: CH, MC, V

Ordering Options: Phone, Fax

Contact Name: Kenneth Battcher

Phone: 800-645-4443/516-795-6543

Fax: 516-795-4259

Website: www.publicsafetyemail.com

Email: promarkint@aol.com

Promark Int'l Inc.

134 Merrick Rd.
Amityville, NY 11701

PYI INC. SPOKES WEAR

Product: The Glove

Regular Cost: \$30

Cost to Members: \$15

Form of Payment: C, DC, MC, V

Ordering Options: Phone, Fax, Email

Contact Name: Fred Hutchison

Phone: 425-355-3669

Fax: 425-355-3661

Website: www.spokeswear.com

Email: info@spokeswear.com

PYI Inc. Spokes Wear

12532 Beverly Pk Rd.
Lynnwood, WA 98037

R&B FABRICATIONS

Product: Panniers and Safety Vests

Regular Cost: Contact for Product List

Cost to members: 15% off Retail

Form of Payment: DC, MC, V

Ordering Options: Phone, Fax, Email, Mail

Contact Name: Ron Eakins

Phone: 800-553-1911

Fax: 800-742-5345

Website: www.rbfab.com

Email: rbfab@bright.net

R&B Fabrications

20128 Road 138
Oakwood, OH 45873

REDMAN TRAINING GEAR

Product: Defensive Tactics Training Gear

Regular Cost: Contact for Product List

Cost to Members: 10% off Retail

Form of Payment: AX, DC, MC, PO, V

Ordering Options: Phone, Fax, Mail

Contact Name: Bob Brothers/Dan Colston

Phone: 800-865-7840

Fax: 800-459-2598

Website: www.redmangear.com

Email:

Redman Training Gear

10045 102nd Terrace
Sebastian, FL 32958

RUDY PROJECT

Product: Sunglasses, Sport Eyewear, Helmets, Accessories

Regular Cost: Contact for Product List

Cost to Members: 40% off Retail

Form of Payment: MC, V

Ordering Options: Email, Phone

Contact Name: Matt Morrow

Phone: 888-860-7597/303-333-9191

Fax: 303-333-9292

Website: www.rudyprojectusa.com

Email: info@rudyprojectusa.com

Rudy Project

1338 High St.
Denver, CO 80218

SIGNAL MEASUREMENT CO.

Product: GPS & Communication Mounts

Regular Cost: \$56.19

Cost to Members: \$33.71

Form of Payment: C, D, DC, MC, PO, V

Ordering Options: Phone, Fax

Contact Name: Ronnie Dowell

Phone: 800-527-1079

Fax: 281-356-0099

Website: www.smc-corp.com

Email: ronnie@smc-corp.com

Signal Measurement Co.

12519 Wanda Ln.
Magnolia, TX 77354

SPORTWORKS

Product: Hitch-mounted Bike Racks

Regular Cost: \$325-\$565

Cost to Members: \$260-\$452

Form of Payment: C, DC, MC, V

Ordering Options:

Contact Name: Julie Gregg

Phone: 425-483-7000 / 888-661-0555

Fax: 425-488-9001

Website: www.bicycleracks.com

Email: julieg@swnw.com

Sportworks

15540 Wood-Red Rd. NE, #A-200
Woodinville, WA 98072

SWAGMAN

Product: Bicycle Carriers (Roof/Hitch/Trunk)

Regular Cost: Contact for Product List

Cost to Members: 15% off Retail

Form of Payment: MC, V

Ordering Options: Phone, Email

Contact Name: Jim or Don

Phone: 800-469-7924

Fax: 800-469-7893

Website: www.swagman.com

Email: jimmm@swagman.com

Swagman

300-1880 Government St.
Penticton BC, V2A 7J1 CANADA

TERRY PRECISION CYCLING

Product: Bikes, Accessories, Seats, Apparel

Regular Cost: Contact for Product List

Cost to Members: Wholesale Prices

Form of Payment: C, CH, DC, D, MC, V

Ordering Options: Phone, Fax, Email, Web, Mail

Contact Name: Amy Austin

Phone: 800-289-8379 x 46

Fax: 315-986-2104

Website: www.terrybicycles.com

Email: amy@terrybicycles.com

Terry Precision Cycling

1657 East Park Dr.
Macedon, NY 14502

TRACY LEIGH ENTERPRISES

Product: Electric Police Bike

Regular Cost: \$2500 & \$1900

Cost to Members: \$1999 & \$1600

Form of Payment: AX, C, CH, DC, D, MC, PO, V

Ordering Options: Phone, Fax, Email, Web, Mail

Contact Name: Robert Grippo

Phone: 570-992-9989 / 877-570-6963

Fax: 570-992-5026

Website: www.allwebscooters.com

Email: gandg@chilitech.net

Tracy Leigh Enterprises

P.O. Box 831
Brodheads ville, PA 18322

WTB

Product: Tires, Saddles, Headsets, Pedals, Wheel Parts

Regular Cost: Contact for Product List

Cost to Members: Wholesale Prices

Form of Payment: MC, V, COD

Ordering Options: Phone, Fax

Contact Name: Travis Haft

Phone: 415-389-5040

Fax: 415-389-5044

Website: www.wtb.com

Email: thaft@wtb.com

WTB

475 Miller Ave.
Mill Valley, CA 94941

The Product Purchase Program was updated January 2003. The information has been provided by the participating companies and is subject to change without notice. A company's participation in the Product Purchase Program does not indicate endorsement by IPMBA, nor does it indicate the company's sponsorship of IPMBA.

2003 IPMBA Buyer's Guide Supplier Listing

**IPMBA
2003
Product
Guide**

A comprehensive listing of companies that serve the professional needs of the public safety bicyclist.

IPMBA Corporate Members are indicated by a logo.

ABS SPORTS

Product: Super Saddle
Phone: 609-371-1554
Fax: 609-371-1554
Website: www.abs-sports.com

ALERTE SYSTEMS, INC.

Product: Lights & Sirens
Phone: 800-728-1536
Fax: 800-635-1536
Website: www.alertesystems.com



ANSWER PRODUCTS

Product: Suspension & Apparel
Phone: 661-294-4102
Fax: 661-294-4179
Website: www.answerproducts.com

BATES UNIFORM FOOTWEAR

Product: Shoes
Phone: 616-866-5500
Fax: 616-866-5658
Website: www.batesfootwear.com

BELL SPORTS, INC.

Product: Bicycle Helmets
Phone: 800-494-4543
Fax: 217-892-2662
Website: www.bellsports.com

BIKE TRACK

Product: Bike Storage & Parking Systems
Phone: 888-663-8537
Fax: 802-457-3704
Website: www.biketrack.com

BLAUER MANUFACTURING COMPANY, INC.

Product: Uniforms & Outerwear
Phone: 617-536-6606
Fax: 617-536-6948
Website: www.blauer.com

BRATWEAR

Product: Uniforms
Phone: 253-471-1901
Fax: 253-471-2046
Website: www.bratwear.com

BRAVE SOLDIER

Product: Ointments & Crash Packs
Phone: 323-653-5538/888-711-BRAVE
Fax: 323-852-6604
Website: www.bravesoldier.com

BUSHWHACKER USA

Product: Trunk Bags
Phone: 801-829-6801
Fax: 801-829-6104
Website: www.bushwhackerbags.com

CAMELBAK

Product: Personal Hydration Systems
Phone: 800-767-8725/707-792-9700 ext. 248
Fax: 707-665-9231
Website: www.camelbak.com

CANE CREEK CYCLING COMPONENTS

Product: Suspension Seatposts
Phone: 800-234-2725
Fax: 828-684-1057
Website: www.canecreek.com

CASCADE DESIGN

Product: Platypus Hydration Systems
Phone: 800-527-1527 / 206-676-1414
Fax: 800-583-7583
Website: www.cascadedesigns.com

CATEYE COMPANY

Product: Lighting Systems
Phone: 303-440-9224
Fax: 303-473-0006
Website: www.cateye.com

CELLSAFE/MDX INDUSTRIES, INC.

Product: Cell Phone/PDA Cases
Phone: 978-462-3838
Fax: 978-462-3939
Website: www.cellsafe.com

CHIBA SPORTS

Product: Gloves & Suspension Seats
Phone: 813-855-3400
Fax: 813-818-7500
Website: www.chibasports.com

CHRISTINI TECHNOLOGIES

Product: All Wheel Drive Bikes
Phone: 215-351-9895
Fax: 215-351-9896
Website: www.christini.com

COP PEDALERS

Product: Bike Patrol Products
Phone: 773-792-3130
Website: www.coppedalers.com

CS FERRULES

Product: Housing Ferrules for Sealing Cable
Phone: 707-781-9339
Fax: 707-781-9339
Website: www.csferrules.com

CYCLE SOURCE GROUP

(SMITH & WESSON)
Product: Bicycle Lighting Systems
Phone: 877-533-7245
Fax: 631-205-1435
Website: www.cyclesg.com

CYCLESIREN

Product: Light & Siren System
Phone: 714 628 8935
Website: www.cyclesiren.com

DANALCO

Product: Sealskinz Waterproof Socks & Gloves
Phone: 800-868-2629
Fax: 800-216-9938
Website: www.danalco.com

DATAMAXX APPLIED TECHNOLOGIES, INC.

Product: Mobile Communications
Phone: 850-558-8000
Fax: 850-558-8001
Website: www.datamaxx.com

DE SOTO SPORT

Product: Triathlon Clothing
Phone: 858-453-6672
Fax: 858-453-6783
Website: www.desotosport.com

DIADORA

Product: Bike Patrol Shoes
Phone: 800-FON-GITA x 319
Fax: 704-588-4322
Website: www.gitabike.com

EAR HUGGER, INC.

Product: Safety Headphones and Headsets
Phone: 801-785-9636
Fax: 801-785-9446
Website: www.earhugger.com

EKO SPORT

Product: Power Grips, Air Suspension, Pumps
Phone: 970-241-3518/800-999-8277
Fax: 970-241-3529
Website: www.ekosport.com

ELECTRIC VEHICLE TECHNOLOGY

Product: Electric Bike
Phone: 800-358-8345
Fax: 847-673-2237
Website: www.evtworld.com

ERGO, LLC

Product: Ergonomic Bike Seat
Phone: 425-333-6161
Fax: 425-333-6355
Website: www.ergotheseat.com

FECHHEIMER

Product: Uniforms
Phone: 513-793-5400
Fax: 513-793-7817
Website: www.fechheimer.com

FINISH LINE

Product: Bicycle Care Products
Phone: 631-666-7300
Fax: 631-666-7391
Website: www.finishlineusa.com

FOCUS SALES AND MARKETING

Product: Flat-Free Bike Tires
Phone: 949-574-8000
Fax: 949-574-8090

FUJI AMERICA

ADVANCED SPORTS, INC.
Product: Fuji Bikes and Accessories
Phone: 201-337-1700 x217
Fax: 201-337-1762
Website: www.fujibikes.com

GOLDEN WEST COMMUNICATIONS

Product: Mobile Communications
Phone: 800-967-8124
Fax: 509-457-6748
Website: www.goldenwestcom.com

GRABER USA

Product: Guardian Car Rack/Saris Car Racks
Phone: 800-783-7257 / 608-274-6550
Fax: 608-274-1702
Website: www.graberproducts.com

HECKLER & KOCH

Product: Training
Phone: 703-450-1900 x 293
Fax: 703-406-2361
Website: www.hecklerkoch-usa.com

INTERGOLD

Product: Custom Rings & Pendants
Phone: 270-744-0030/800-445-0368
Fax: 270-744-0030

INVENTORY TRADING CO.

Product: Logo Clothing
Phone: 800-480-4821
Fax: 563-588-4668
Website: www.itcsportswear.com

IOSSO PRODUCTS

Product: Lubes
Phone: 888-747-4332
Fax: 847-437-8478
Website: www.ioosso.com

Supplier's Listing

Continued from page 21

KENDA USA

Product: Tires, Tubes, & Accessories
Phone: 866-KENDAUS ext. 244
Fax: 614-866-9805
Website: www.kendausa.com

KHS

Product: Bicycles
Phone: 310-632-7173
Fax: 310-632-3773
Website: www.khsbicycles.com

KRYPTONITE

Product: Locks
Phone: 781-828-6655 x268
Fax: 781-821-4777
Website: www.kryptonite.com

LANE SUNGLASSES

Product: Protective Eyewear and Goggles
Phone: 800-542-7850
Fax: 219-956-2112
Website: www.lanesunglasses.com

LIFEBIKE

Product: EMS Bike
Phone: 415-824-1551
Fax: 443-347-0521
Website: www.lifebike.net

LIFT & STORAGE SYSTEMS, INC.

Product: Storage Systems, Garments
Phone: 651-777-1554
Fax: 651-777-1535
Website: www.liftstore.com

LIGHT AND MOTION

Product: Bike Lights
Phone: 831-645-1538
Fax: 831-375-2517
Website: www.bikelights.com

MAKLITE

Product: Illuminated Safety Products
Phone: 800-888-5427 / 773-276-7500
Fax: 773-276-3331
Website: www.librasafety.com

MARWI USA, INC.

Product: Lighting Systems
Phone: 618-392-2000
Fax: 618-392-2030
Website: www.marwiusa.com

MAXXIS TIRES

Product: Tires & Tubes
Phone: 770-962-8229 x 124
Fax: 770-962-7705
Website: www.maxxis.com

MICHAEL'S OF OREGON

Product: Holsters, Belts, Accessories
Phone: 503-655-7964
Fax: 503-722-5701
Website: www.unclemikes.com

MOCEAN

Product: Uniforms
Phone: 949-646-1701
Fax: 949-646-1590
Website: www.mocean.net

MODEL RECTIFIER CORP.

Product: Helmet Visors
Phone: 732-225-2100
Fax: 732-225-0091
Website: www.modelrectifier.com

MRL, INC.

Product: Defibrillators and AED's.
Phone: 800-462-0777
Fax: 847-520-0303
Website: www.mrlinc.com

NATIONAL BIKE REGISTRY

Product: Internet-based Property Registry
Phone: 510-297-4407
Fax: 510-614-2402
Website: www.boomerangit.com

NATIONAL INSTITUTE FOR OCCUPATIONAL SAFETY AND HEALTH

Product: Occupational Safety & Health
Phone: 513-533-8290
Fax: 513-533-8138
Website: www.cdc.gov/niosh/homepage.html

NITERIDER

Product: Police Bicycle Lighting
Phone: 800-466-8366
Fax: 858-268-9315
Website: www.niterider.com

OLYMPIC UNIFORMS/J. MARCEL

Product: Uniforms
Phone: 206-722-1412
Fax: 206-722-1521
Website: www.olyuniforms.com

PANASONIC COMPUTER SOLUTIONS

Product: Portable Computers
Phone: 904-322-6944
Fax: 904-756-5131
Website: www.panasonic.com/toughbook

PATROL BIKE SYSTEMS

Product: Bikes & Accessories
Phone: 800-208-2032/651-773-8763
Fax: 651-773-8762
Website: www.patrolbike.com

PATROL CYCLE

Product: Patrol Cycle Shoe
Phone: 310-275-5700
Fax: 310-248-3700
Website: www.patrolcycle.com

PATROL CYCLES LLC

Product: Police Bike
Phone: 713-472-0894
Fax: 713-472-8643
Website: www.patrolcycles.com



PROGOLD PRODUCTS

Product: Lubes
Phone: 800-421-5823
Fax: 404-766-3977
Website: www.progoldmfr.com

PROMARK INT'L INC.

Product: LE Equipment
Phone: 800-645-4443/516-795-6543
Fax: 516-795-4259
Website: www.publicsafetymall.com

PRO-TUFF UNIFORMS

Product: Uniforms & Rainwear
Phone: 800-547-0976
Fax: 541-673-4793
Website: www.protuff.com

PYI INC. SPOKES WEAR

Product: The Glove
Phone: 425-355-3669
Fax: 425-355-3661
Website: www.spokeswear.com

R & B FABRICATIONS, INC.

Product: Panniers & Safety Vests
Phone: 419-594-2743/800-553-1911
Fax: 419-594-2250/800-742-5345
Website: www.rbfab.com

REDMAN TRAINING GEAR

Product: Defensive Tactics Training Gear
Phone: 800-865-7840
Fax: 800-459-2598
Website: www.redmangear.com

ROY TAILOR UNIFORM COMPANY

Product: Uniforms & Body Armor
Phone: 513-621-4787
Fax: 513-621-0483
Website:

RUDY PROJECT

Product: Helmets, Sunglasses
Phone: 888-860-7597/303-333-9191
Fax: 303-333-9292
Website: www.rudyprojectusa.com

RUDY RACK

Product: Racks & Storage Systems
Phone: 800-434-6442
Fax: 715-344-6148
Website: www.rudyrack.com

SETCOM CORPORATION

Product: ComKits & Accessories
Phone: 800-966-1034 ext 711
Fax: 650-965-1193
Website: www.setcomcorp.com

SIGNAL MEASUREMENT CO.

Product: GPS Mounts
Phone: 800-527-1079
Fax: 281-356-0099
Website: www.smc-corp.com

SPORTWORKS

Product: Bicycle Racks
Phone: 425-483-7000 / 888-661-0555
Fax: 425-488-9001
Website: www.bicycleracks.com

SWAGMAN

Product: Bicycle Racks
Phone: 800-469-7924
Fax: 800-469-7893
Website: www.swagman.com

TERRY PRECISION CYCLING

Product: Bikes & Accessories
Phone: 800-289-8379 x 46
Fax: 315-986-2104
Website: www.terrybicycles.com

TIDALFORCE

Product: Battery Assist Bicycle
Phone: 703-435-7102 x. 179
Fax: 703-435-7103
Website: www.TIDALFORCE.com

TRACY LEIGH ENTERPRISES

Product: Electric Bikes
Phone: 570-992-9989 / 877-570-6963
Fax: 570-992-5026
Website: www.allwebscooters.com

TREK BICYCLE CORPORATION

Product: Bicycles & Accessories
Phone: 920-478-2191 x. 2438
Fax: 920-478-2607
Website: www.trekbike.com



UNITED UNIFORM

Product: Uniforms
Phone: 323-231-6000
Fax: 213-746-2010
Website: www.uumfg.com

VIGOR SPORTS, INC.

Product: Helmets
Phone: 562-407-2184 / 800-844-6768
Fax: 562-407-2189
Website: www.vigorsports.com

WILEY X EYEWEAR

Product: Sunglasses
Phone: 925 243 9810
Fax: 925 455 8860
Website: www.wiley-x.com

WTB

Product: Bikes & Accessories
Phone: 415-389-5040
Fax: 415-389-5044
Website: www.wtb.com



Smith & Wesson®

PUBLIC SAFETY BIKES

Smith & Wesson builds bicycles to meet the needs of **POLICE AND PUBLIC SAFETY PROFESSIONALS**, people who spend their entire shift on a bicycle. Smith & Wesson bicycles are designed to provide a smooth, dependable, silent ride with a more **COMFORTABLE "HEADS UP" RIDING POSITION** that reduces strain on wrists and shoulders.

Smith & Wesson bicycles feature an **OVERSIZED ALUMINUM FRAME WITH A LIFETIME WARRANTY**, heavy duty name brand components, strong downhill grade wheels, adjustable front suspension, quiet rear hub, rear rack, rear mounted kickstand, roadworthy tire tread options and comfortable saddle choices. In addition Smith & Wesson offers a **FULL LINE OF ACCESSORIES** such as lights, bags and more to meet the needs of any agency.

*For more information on pricing
and features call 877-533-7245*

Bringing Public Safety professionals



Full Suspension Custom Model



EMS Model



Tactical Model



Patrol Model

Closer to the Community.



**CYCLE
SOURCE
GROUP, LLC**

445 County Road 101, Unit E

Yaphank, NY 11980

Tel: 631-205-1430

Fax: 631-205-1435

Toll Free: 877-533-7245

PRESIDENT

Donald G. Hudson ('05)
Los Angeles PD
251 E. 6th Street
Los Angeles CA 90014
213-473-7826
president@ipmba.org

VICE PRESIDENT

Thomas J. Richardson ('03)
San Antonio PD
240 E Houston
San Antonio TX 78205
210-271-9601
vp@ipmba.org

SECRETARY

Kathleen Vonk ('04)
Ann Arbor PD
100 N. Fifth Avenue
Ann Arbor MI 48104
734-994-2911
secretary@ipmba.org

CONFERENCE COORDINATOR

Artie L. Gonzales ('05)
Topeka PD
320 Kansas, Suite 100
Topeka KS 66603-3640
785-368-9075
conferences@ipmba.org

TREASURER

Michael Goetz ('04)
Seattle PD
3001 South Myrtle
Seattle WA 98108
206-386-1850
treasurer@ipmba.org

EDUCATION DIRECTOR

Jim Bowell ('05)
Troy PD
19 E Race Street
Troy OH 45373
937-335-5678 ext. 22
education@ipmba.org

INDUSTRY LIAISON

Monte May ('04)
Kansas City PD
1200 E. Linwood Blvd.
Kansas City MO 64109
816-234-5510
industry@ipmba.org

EMS COORDINATOR

Edward Brown ('04)
Orange Co. Fire/Rescue
6590 Amory Court
Winter Park FL 32792
407-249-6215
ems@ipmba.org

MEMBERSHIP COORDINATOR

Chris Davala ('05)
Maryland State Police
30581 Perry Road
Princess Anne MD 21853
410-651-3101
membership@ipmba.org

Police Unity Tour 2002

By Craig White, PCI #234
Los Angeles PD (CA)

The Police Unity Tour is a bicycle journey that begins at several different points of origin across the country and concludes at the site of the National Law Enforcement Officers Memorial (NLEOM) in Washington, D.C., at the start of *Police Week* each May. The primary purpose of the ride is to raise monetary support for and awareness of the National Law Enforcement Officers Memorial and to honor the service and sacrifice of America's law enforcement officers. It also provides assistance and support to family members "survivors" of law enforcement officers killed in the line of duty, encourages and increases physical fitness levels of participating law enforcement officers, increases communication amongst law enforcement professionals, and provides for the education and training of others in the community as it pertains to bicycle safety and use.

In 2002, nearly 400 riders coming from starting points in New York, New Jersey, Ohio, Indiana and Virginia met at the Pentagon, a fitting reminder of law enforcement service and sacrifice. Members of other chapters from around the nation chose to join other riders in New Jersey and begin the ride at Ground Zero.

On May 8, 2002, the So. California chapter of the Police Unity Tour – 16 LAPD officers and four from other agencies – arrived in Morristown, N. J., to prepare for a four-day ride that would take us 370 miles to Washington, D.C. Each rider on the tour is required to raise \$1250 to cover rider expenses and raise money for the National Police Memorial.

The day started with two of our contingent, myself and Christian Vaughn of Riverside PD, having the privilege of riding the inaugural ride from Ground Zero to Morristown, N.J. It was a very moving and memorable experience, one I will not soon forget. That evening, we attended a candlelight vigil and ceremony held by the City of Morristown to honor officers who have died in the line of duty. Over 1,000 people attended in an incredible show of support.

The next morning, the Tour departed from Morristown with 190 officers. Riders from So. California, New Jersey, Ohio, New York,

Michigan and Florida pedaled off in the pouring rain for D.C.! Fortunately, we left the rain behind and spent the next few days enjoying beautiful weather and the gorgeous scenery of the New Jersey countryside.

On the second day, more officers from southern New Jersey joined the group. We continued along to Cape May, at the southern tip of New Jersey, where we boarded a ferry to Lewes, Delaware. Day three brought us to Annapolis, the capital of Maryland and home to the U.S. Naval Academy. The members of our chapter, proudly wearing our California state flag jerseys, arrived in the old fishing port to cheers of "Go California!"

On the fourth and final day of our ride, we arrived in Washington, D.C. We made our way to the Pentagon, where we viewed the 9/11 crash site and



Riding past Ground Zero, New York City

observed the rebuilding. We were joined there by officers riding from Virginia and Indiana.

Finally, 390 riders strong, we pedaled through Washington, D.C., escorted with full light

and sirens, to the National Police Memorial. There, a check for \$200,000 was presented to Craig Floyd, the Director of the Memorial, twice the amount raised by the 2001 Police Unity Tour.

The So. California chapter alone raised over \$32,000, as each officer raised more than the required \$1250.

The candlelight vigil was held at the Memorial the following evening. Officers from around the country participated in the service. Many of us received the surviving families as they arrived at the Memorial, which was the most difficult part of the trip. It was a moving experience.

We rounded out our visit to the Nation's Capital with a special tour of the White House for law enforcement personnel.

It was a difficult ride, both physically and emotionally. But you will not find a more worthwhile, fun or memorable experience as a police officer.

If you are interested in participating in the 2003 Police Unity Tour, check out the website at www.policeunitytour.org for more information.



Photos courtesy Craig White. Craig can be reached at klewhite@pacbell.net.



Riders convene at the Lincoln Memorial in Washington D.C.

Going the Distance

Continued

(Continued from page 1)

But the real story here is not about the beautiful course, the free tee-shirts and grab bags, or the medals that we did not win. This story is about an officer who demonstrated the meaning of "going the distance." It is a story of what a positive attitude, a "never quit" spirit, and a strong degree of intestinal fortitude can accomplish.


On the morning of the big day, we were informed by Officer Ray's wife that he had been sick for the past four days. In her opinion, he had no business riding, but of course he insisted. So we unloaded our bikes and got them ready to ride. While the rest of us were lubing our chains and moving parts, Fred was walking around the parking lot with his hand clasped tightly over his mouth. His stomach was retching in that unmistakable motion that means you are about to throw up. Fred is a pale guy at his healthiest, and today he was much paler than usual. But when asked, "do you still want to do this?," his reply was an unhesitating, "ABSOLUTELY!"

I was the "point man" for our team, so I started with the first group. I came in a respectable fifth out of 13 riders, and as soon as I crossed the finish line, I heard the start official yell, "WINTHROP HARBOR." Fred was the second rider in the relay race, and he took off from the starting line. Soon the riders from the second group began finishing and the third and final riders took off. But there was no sign of Fred. Officer Grider sat astride his bike, waiting to start his leg of the relay. He peered down the street, anticipating the sight of his teammate pedaling towards the finish, but still no Fred. By this time we were pretty worried, so I made my way over to one of the course officials to see if anything had happened. I heard a radio transmission that sent bolts of

electricity and pride running up and down my spine. It went something like this, "...An officer from Winthrop Harbor just made it up the hill. He has a lot of medical problems but **HE INSISTS** on continuing!" I jumped about three feet into the air, raised my fist in a victory salute, and yelled, "OH HELL YEAH! THAT'S MY MAN FRED!" A guy from another agency turned to me and said, "damn, Ricky! Your guy has a lot of guts!"

Most people wouldn't think that finishing dead last would be a cause for celebration, but this wasn't about our place in the standings. It was a salute to the courage and determination of Officer Ray and his "no quit" attitude.

After the race we all reported in at the awards tent to listen to the results. As the official read off the names of the agencies and how their respective teams finished, everyone clapped. But when Winthrop Harbor Police Department was announced as finishing dead last, I threw up a hearty cheer and began "high-fiving" everyone around me. Many people, some I didn't even know, "high-fived" me in return. Then I heard the applause. I found out later that word had spread about Fred's Herculean efforts. He was being saluted for his performance in the field.

I can't remember a time in my competitive life when I was proud to be part of the last place team, but on this day I was so very proud of our team and its perseverance. And I was proud to share the brother and sisterhood of my fellow bike officers from around the state. We saw old friends, caught each other up on the latest news, laughed, hugged, shook hands, and experienced a feeling of togetherness that most people will never understand. And justice prevailed. We may have finished last, but we went home with a brand-new Fuji police mountain bike, donated by our good friends at CopPedalers. 

Alerte Systems Trail Blazer Super Bright LED Bike Light & Siren



FRONT and **REAR** Super Bright LED alternately flashing arrays and running lights along with Hi-Lo siren will get attention when you need it most.

Now comes with Long Use* water bottle battery!

Visit us on-line:

www.alertesystems.com to order or for more information on "Trail Blazer" and other Alerte products.

ALERTE SYSTEMS INTERNATIONAL, LTD.
"For Emergency Lighting - Just Turn Us On!™"


E-Mail: info@alertesystems.com / Web: www.alertesystems.com
Toll Free: 1-800-728-1536

*3 to 4 weeks between charges




Accessibility Cited in Suspect Grab

By Sergeant Scot Munns
Washoe County Sheriff's Office (NV)

Two Washoe County deputies in Sun Valley, Nevada, were able to effect the arrest of a man accused of lewd behavior. The deputies were on bike patrol when they were stopped by three 13-year old girls who reported that a man was driving his car next to them and trying to get them to accept a ride. They reported that he was unzipping his pants and touching himself. The bike officers located the car and attempted to make a traffic stop. Upon seeing the bike officers, the driver left the scene at a high rate of speed, almost causing an accident. Shortly thereafter, the suspect, traveling at about 100mph, clipped the front of another car and slammed into a tree. He attempted to flee, but the vehicle had sustained too much damage. He ran from the scene but was apprehended by bystanders and held until taken into custody. Lubricating jelly and a machete, as well as a pornographic movie, were found in the car. The man was charged with DUI, reckless driving, leaving the scene of an accident, possession of stolen property, open & gross lewdness, and annoying a minor. The bike-mounted deputies credit their accessibility to citizens as a major factor in apprehending the suspect. 

Ann Arbor Police Department Receives Grant from Target


For the second consecutive year, Target/Marshall Fields donated \$1000 to the Ann Arbor Police Department, Michigan, through a special law enforcement grant. The AAPD plans to use the funds to purchase three NiteRider light/siren systems. These particular lights have been selected because of the increasing number of traffic stops being conducted by police cyclists and the increasing number of pursuits involving police cyclists. Pictured at right (*l to r*) are Officer Kathleen Vonk, Denise Aimes, Deputy Chief Larry Jerue, Sandra Fall, Sgt. Spring Tremaine, and Manisha VanDongen. 



Bob Halsall, EMSCI # 082, of the Arlington County Fire Department (VA) is pleased to announce the arrival of the latest addition to the ACFD bike fleet.


My Favorite Patrol Tactic

By James Vachowski
Charleston PD (SC)

The city of Charleston, SC, has a large college population, and in the downtown area where we work, the under-21 kids frequently park outside the clubs and drink beer in their cars before going inside. We partner up and ride through the parking lots and garages, headlights off, and watch for this, as our city's open container of alcohol statute is enough PC to arrest the person and search the car. Eventually we find drugs. Even if we don't see or smell anything, a group of kids sitting in a car for a length if time is suspicious. A friendly "welfare check" is a great excuse for an initial contact, which allows us to get a closer look inside the vehicle, and it is easy to disengage, by saying, "just checking up on you, we had a car break-in here a while back." If we don't find anything after riding all night, we get up on the parking garage and break out the binoculars! Works every time. 

Join IPMBA Today

Mail with membership fee of \$40.00 to the **International Police Mountain Bike Association**, 583 Frederick Road, Suite 5B, Baltimore, MD 21228

 Name _____ Title _____
 Home Address _____ City _____ State _____ Zip _____
 Country _____ Home Phone () _____ E-Mail _____
 Department _____
 Department Address _____ City _____ State _____ Zip _____
 Country _____ Dept. Phone () _____ Dept. Fax () _____
 New Membership Renewal (Membership Number _____)
 Police EMS Security Other _____ How did you hear about IPMBA: _____
 Do not use this form to obtain IPMBA Certification. Call 410-744-2400 or email info@ipmba.org for certification application.

ATTENTION IPMBA MEMBERS:

IMPORTANT CONFERENCE SCHEDULE UPDATE

SCHEDULE CORRECTIONS—

The following classes were listed with incorrect times on the 2003 IPMBA Conference registration form. Please make the changes and schedule your classes accordingly. We apologize for any inconvenience.

Thursday, May 22, 2003

1400-1645 (not 1400-1830)

Firearms Training for Police Cyclists

Overcoming Urban Obstacles

Defensive and Survival Tactics

Drive Trains

1830-2115 (not 1800-2030)

Officer Survival for Bike Patrol

Saturday, May 24, 2003

0900-1315 (not 0900-1145)

Traffic Enforcement for Bike Officers



Post-Conference Adventures with ACE

The post-conference activities scheduled through ACE Adventure Center (see p. 25 of the IPMBA News Conference Registration issue) will be available on both Saturday and Sunday, May 24 & 25, 2003.

Instructor Corner

IPMBA President
Don Hudson Chooses
Bicycling Street Smarts
for LAPD Classes

Los Angeles (CA)

Bicycling Street Smarts, a 46-page booklet on safe and legal road cycling, is now the text for all Los Angeles Bicycle Police Training classes and LAPD Explorer Program bike classes.

"*Bicycling Street Smarts* covers all the bases of the IPMBA method in a short, easy-to-read format. It helps us give our officers and young people the on-road survival skills they need," stated Officer Don Hudson, IPMBA President and Los Angeles Bicycle Police Trainer. "I especially like the diagrams which clearly illustrate the techniques. Overall, it's an outstanding book."

Bicycling Street Smarts by John Allen is available at special bulk discounts when used for education or advocacy.

For more information and to request a free sample copy, contact Rubel BikeMaps at info@bikemaps.com or 617-776-6567.

Visit www.bikemaps.com for information and a link to the full on-line version.



Want to Become an IPMBA Instructor?

Want to become an IPMBA-Certified Police Cyclist or EMS Cyclist Instructor? Call 410-744-2400 or email info@ipmba.org to obtain an instructor application packet. In the simplest of terms, to become an Instructor, you must meet the criteria outlined in the packet, apply to IPMBA headquarters, be approved, then attend one of the Instructor Courses offered around the country—information on 2003 Courses is below. We'd love to have you! Good luck!

— 2003 IPMBA Instructor Courses —

The locations for the 2003 series of IPMBA Instructor Certification Courses are below. The IPMBA Instructor Course is required of all prospective instructors as well as current PC/EMSCIs who have not already taken the PCID. The Instructor Course locations are as follows:

FORT LAUDERDALE, FLORIDA ~ February 3 - 7, 2003

CHARLESTON, WEST VIRGINIA ~ May 17 - 21, 2003 (*IPMBA Conference*)

MADISON, WISCONSIN ~ July 28 - August 1, 2003

SCOTTSDALE, ARIZONA ~ November 10 - 14, 2003

Print-and-mail registration forms will be made available at www.ipmba.org. Registration forms will also be available from the IPMBA office via U.S. Mail or fax. To ensure more efficient processing of your application, please complete and mail your instructor application packet well in advance of the course registration deadline. **You must submit your completed Instructor Application prior to or at the same time as your instructor course registration form or your course registration form will be returned unprocessed.** If you would like to become an IPMBA instructor, please call 410-744-2400 to receive an application in the mail or email info@ipmba.org or visit www.ipmba.org to download an online application.

WHAT? You haven't packed your bike yet for the 13th Annual IPMBA Conference in Charleston, West Virginia?

For information on this important public safety bicycling conference, visit www.ipmba.org today!

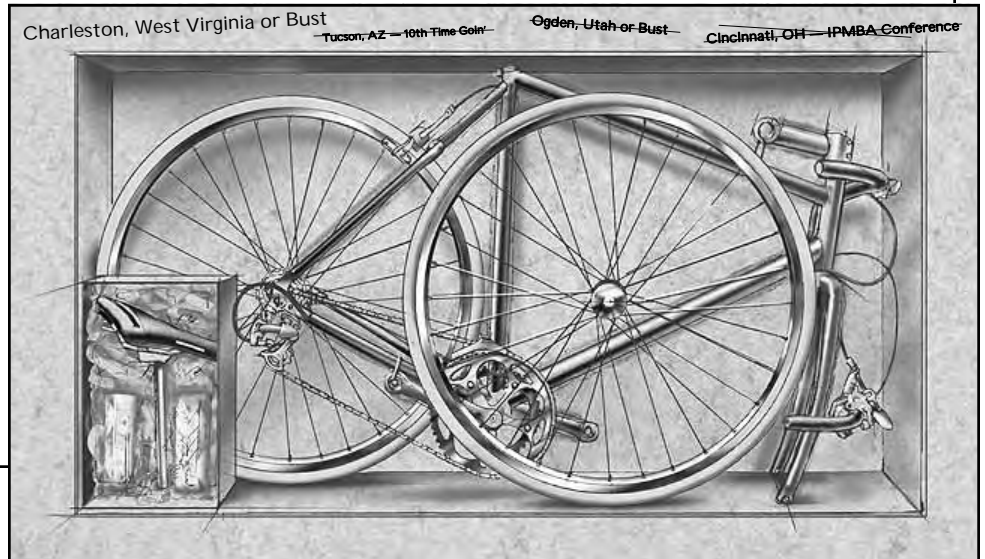
1. Remove the seatpost (with seat attached). Pack it in the parts box.
2. Slacken the cables so you can later remove the handlebar without completely disconnecting the brake and shifter cables. For brake cables, undo the releases on the brake arms or levers. Then remove the cables and housings from the stops on the frame. Create slack in the front and rear shifter cables by clicking and pedaling into a biggest-cog/big-chainring combo, then shifting up (rear) and down (front) without pedaling. If the front derailleur derails the chain, even though you didn't pedal, try again, this time holding it by hand. Remove the housing from the stops.
3. Remove the pedals: right pedal counterclockwise, left clockwise. Wrap and pack them in the parts box.
4. Take the bike computer off the handlebar. Pack it in the parts box.
5. Remove the handlebar (or the stem/bar combo if your stem doesn't have a removable face plate) and front brake. Remove the front wheel, then loop the bar around the fork. Remove the front quick-release. Pack it in the parts box.
6. Slip an old hub or plastic brace between the drops of the fork to prevent bending.

7. Wrap the tubes, fork and crankarms with pipe-foam, bubble wrap or layers of newspaper.
8. Turn the fork around. If you left the stem on, zip-tie it to the top tube.
9. Zip-tie the right crankarm to the chainstay.
10. Slide your bike into the box. Nestle the front wheel alongside the main triangle. Pad any place where metal touches metal. Check your pad job by shaking the box and turning it on its side. If

you hear metal-on-metal, pad more.

11. Add your mini-tool, mini-pump, water bottle, lock and extra tape and zip-ties (for return shipping) to the parts box. Seal the parts box, then slip it behind the rear derailleur.
12. Write your name and address on each side of the box. Scribble out old addresses and shipping labels. Tape the box shut. Reinforce each corner with tape.

*Copyright by **Bicycling magazine**. For subscription information, call 800-666-2806. Illustration by John Francis (www.jfrancis.com). Used with permission. For more information on traveling with your bike, visit the IPMBA newsletter page at www.ipmba.org.*



2003 IPMBA Product Guide

International Police Mountain Bike Association
583 Frederick Rd., Suite 5B
Baltimore MD 21228

PRESORT
STANDARD
U.S. POSTAGE
PAID
BALTIMORE MD
PERMIT NO. 3361

IMPORTANT
Conference Schedule Update Inside
p. 27